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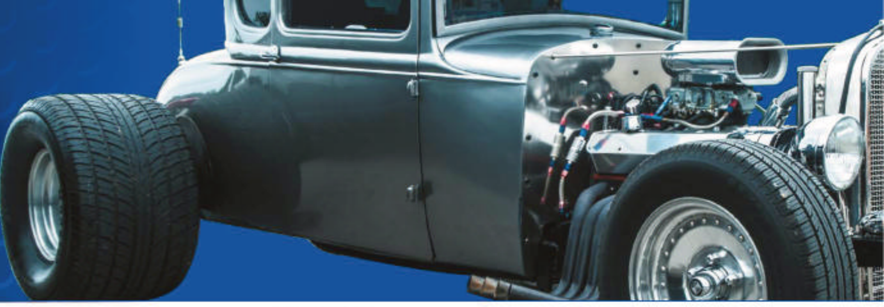

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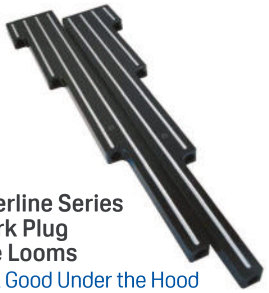

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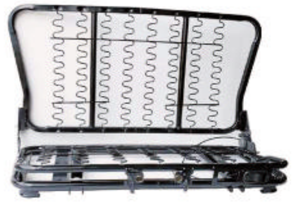

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A white sand beach, rock 'n roll music, town chocka with hot rods, sending your gals out in your Deuce Roadster for more Budweiser - Priceless. Photo by Splitpin.

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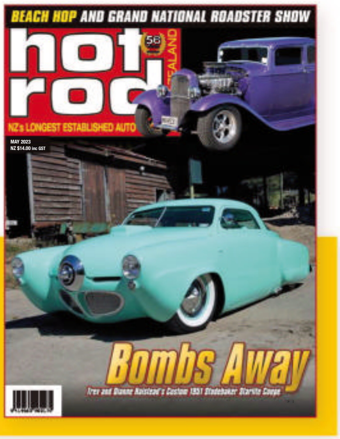
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COVER:

Trev and Dianne Halstead's Custom 1951 Studebaker Starlite Coupe. Photo Craig Stare.

Les Larking's 1932 Ford 5-Window Coupe. Photo Craig Stare.

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By Paul Grace

Publisher's PODIUM

Number 1 and Number 2

THANKS to a break in the inclement weather and a settled period of sunshine, this May issue is laced with reports and photos from many hot rod events across NZ. Sadly I missed attending them due to magazine production schedules and a family commitment in Sydney, Australia. That family event was a wedding reception for Nadine – our youngest daughter, and her new husband, Eli. They're a match made in heaven. Our new family has literally exploded in numbers, and it's all very, very good: I call it the dream team! To be honest, I couldn't have taken the week away without the solid efforts of our dedicated team of correspondents. I heard feedback that our April issue was the Graham J Park issue, and it's true; Graham's contributions were extensive and very much needed to cover us when Northland was cut off by road and hampered by extended widespread power outages. This issue, you could say, is the Craig Stare issue because he attended several events from far and wide, and he was our main man at the Beach Hop for the second time in five months. While in Whangamata, Craig also completed a feature on Trev and Dianne Halstead's Studebaker Custom which is published in this issue. Trev did pretty much everything himself and made the Top Five with his Stude, flying in the face of high-dollar pro-builds, so hats off to Trev, and we're delighted to bring his story to print. Craig also shot Les Larking's Deuce 5-window coupe from the West Coast while at Greymouth Rodder's 50th Anniversary. According to Craig - it's a weapon of mass destruction, and you can read about it in this issue as well. Finally, Craig 'Splitpin Houston got the low-down and feature on Brett 'Bretto Stinson's "Mil-Spec' 1941 Chev pickup completed in an Army theme with engineering that has to be seen to be believed.

Also on the menu in this month's mag is coverage of the Grand National Roadster Show held in Pomona, California, where two Kiwis (Phil Murphy and Greg Stokes) had cars on display. Coming up in the next few months is another awesome tale of a Kiwi who backed himself, took his creative ideas to the max, and entered his car in the Detroit Autorama. Occasionally I receive negative feedback on American hot rod content within these pages. Still, I make no apology for presenting the latest and greatest cars and trends from the home of hot rodding – the good old USA. There's an excellent logistical reason for it too. During our NZ winter, we're starved for events, and the weather is not conducive to photographing hot rods. At the same time, the USA is in high summer, and their events are in full swing. Those top-flight events, many of which Kiwi hot rodders attend, are welcome additions to our content. That suits me fine, but perhaps not all readers, and I'm fully aware of the saying, "You can please some of the people some of the time, but not all of the people all of the time." Having said that, we live in a free country with what we like to call a democracy where everyone is entitled to their opinion, and I respect that. Research has divulged that untrammelled denigration of our magazine and myself online and even by word of mouth represents only three per cent of the population. The minority who post and verbalise anonymously is not an actual sample of the majority of opinions. They are polluting the public domain of social discourse. On the other side of the coin, another says, "Everyone is entitled to my opinion." My job as an editor is to bring forward issues facing our fraternity for open discussion while respecting the opinions of others. Opinions are as diverse and elastic as a string of melted mozzarella, so creating magazine content that is entertaining and educational is a challenge. Not forgetting that it has to sell to be successful, and that brings me to a couple of statistics I received back from Zinio, the world's largest digital magazine newsstand.

At the end of March, NZ Hot Rod magazine ranked 59th out of 130 magazines published in the cars and bikes category worldwide. Drilling down to how we stand here in the NZ market reveals we rank number 2 out of 118 publications in the NZ cars and bikes category. All rankings are defined by unit sales in the cars and bikes category. Those stats beg the question of. How are we going with print? That's a tricky question because there's no definitive comparative data that includes combined sales at retail plus subscriptions. In my opinion, if we limit our ranking analysis to hot rod magazines produced and sold in NZ, then we are number one and by quite some margin. Chick, chick, boom! That's the sound of incoming criticism of my claim to No. 1 status. Whichever way you look at it, the bottom line is that after 56 years of continuous publication, we are still punching above our weight. Much of the kudos lies with you, the readers (both by subscription and at the retail shops), our loyal and dedicated correspondents, and our advertisers. What that means is that we are all individuals with diverse tastes and opinions, and with good management, good luck, and some skills, we can come together and enjoy the fruits of our fun, either here on these pages, online or out on the roads, driving, soaking up the miles. **PG.**

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Box 8 Waipu LETTERS

Gone but not Forgotten

HI PAUL, Just a big thank you from the Thomasen family for publishing Flying Farewell for Soren Thomasen March issue. The article and photos were wonderful and much appreciated, but also, we would like to thank and acknowledge Al Dawson from Rotorua for taking the time to research, write and present the article to you.

Soren loved receiving the hot rod magazine every month; it was the highlight of his day when they arrived in the mail, so thank you also for publishing such a great magazine and such a joy, particularly to the earlier older hot rodders.

Meanwhile, to all, 'Keep on Rodding' from the Thomasen Family.

Love ya, long time

HI LIZ AND PAUL, Just a quick note to thank you for the March issues (which arrived today) and the feature of my '46 coupe. I have had a long association with the publication with several features and articles spread over 55 years but non better than this one. Well done to you and your staff, and a special thanks to Graham Park for his time and patience with the images and preparation.

Kind Regards, Bob Anderson.

Entombed

HEY PAUL, I can't thank you and the team enough! You guys at Hot Rod Magazine have made a ten-year restoration all worthwhile!! Thank you to you and the team for all the work you've put in to make it an awesome feature. Cheers guys. You did Ron and the car justice. Just awesome.

Greg Ryan.

Department of Corrections

Dear Ed, someone needs to do some basic arithmetic. Gary Pulley (Flying Farewell) was born 15 years after me and is only two years younger. I will leave it to you to figure out, but if you need a hand, just yell out, I will help you. Cheers, Grahame Berry (1939/2003 =84) PS, he was only nine when he got married.

Many thanks to the dozen or so readers who promptly called, texted and emailed to point out the errors in our Americarna article. We should've spotted these and will do better next time, but we are thankful to all who did. Your feedback is very much appreciated. Ed.

PS: The incoming multi-page raw text for Americarna contained 246 spelling, grammar and accuracy issues. Our multi-level proofing system got 240 of them. Our valued readers found the last six. Ed.

On page 64 our, we stated, "Entrants get sent out to about ten different Rest Homes, large and small, around New Plymouth". The actual rest home count was 25, not ten.

On page 65: The '57 2-door sedan delivery is actually a '58 4-door Nomad. It wasn't recently imported and was brought for organiser John Rae's oldest daughter and her husband. And on the same page – the captioned 1930 Model A Tourer is a '29.

On page 67, Kevin Doody's '33 Cabriolet was captioned as a '34, and if we looked at the number plate, we'd have got it right.

PPS: On a positive note, one reader wrote in saying, "this year's Americarna coverage in the magazine looked great." Ed.

We goofed badly with the spelling of the painters name for Greg Ryan's fabulous Entombed Ford Mustang. Mike Neshausen is the correct name and we submit our sincere apologies for the error.

Meguiar's Letter of the month

Letter of the month this month goes to Bob Anderson who's won this month's prize of Meguiar's Hybrid Ceramic Detailer

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Footnote:

Not all letters received could be published, and we apologise to those who took the time and effort to contact us. However, we'll endeavour to publish your letters in the next or future issue if still pertinent. Ed.

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Just in PASSING

McGee Roadster

BACK in the late 1940s, noted California hot-rod builder Bob McGee's Deuce Roadster created an aesthetic that quickly became nearly ubiquitous in the hot rod roadster community. That revered, incredible piece of history is currently caretakered by renowned car collector Bruce Meyer. He recently handed over the keys to his '32 Ford "McGee Roadster" to Terry L. Karges, executive director of the Petersen Automotive Museum. As a result, the famous hot rod will become part of the Petersen's permanent collection. It will ensure that generations to come can enjoy one of America's quintessential hot rods.

> **"One of the most freeing things we learn in life is that we don't like everyone, everyone doesn't like us, and that's okay."**
>
> *David Bohl*

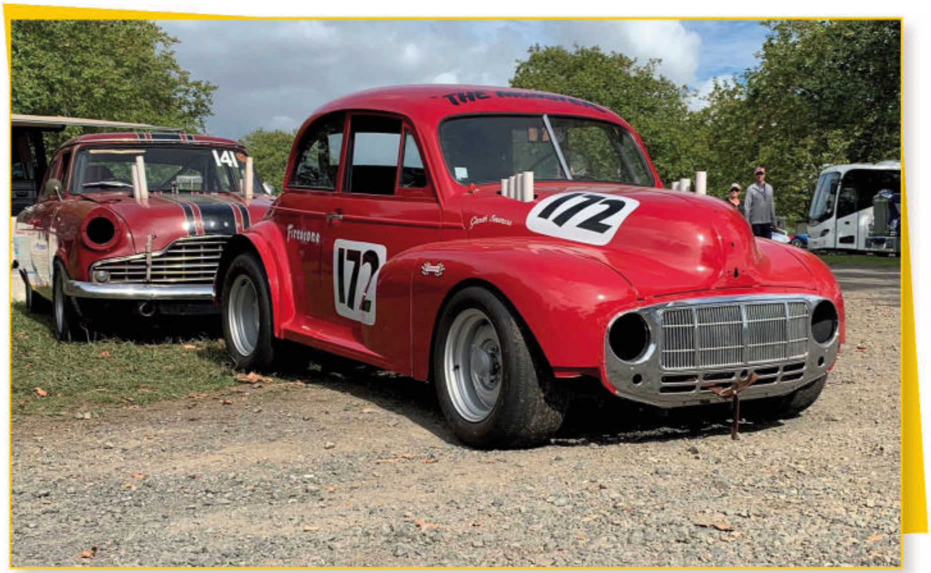
Miles of Smiles

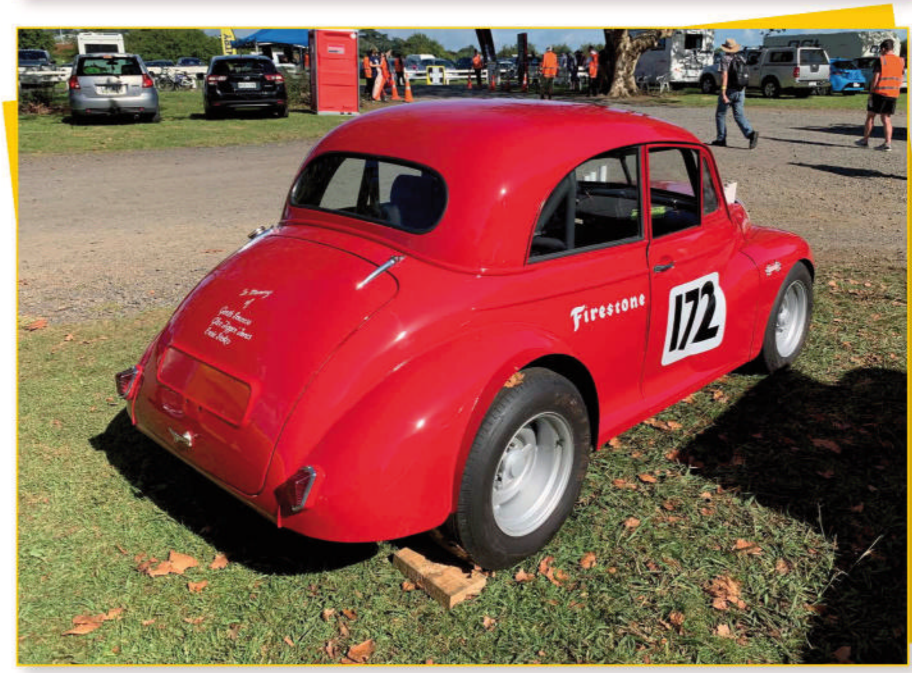
IMAGINE our surprise when we spotted Dean and Jane Perkins cruising in their hot rod and trailer through Waipu in the week of great weather over Xmas break. A quick call saw them making a snap visit to our home office. Dean and Jane have travelled from the deep south to the north, enjoying many events, sights and sounds through the windscreen of their hot rod coupe. That included a squirt on Squeak's "Black Lines Matter' driveway at the March Meet. Those miles of smiles create memories forever. Thanks for stopping by, Dean and Jane.

75
PERKINS
Engineering

The Morrari Returns

AFTER ten years of dreaming, researching and planning, Mark Stokes' recreation of the famous Morrari made it to the last motorsport meeting at Pukekohe in March. The Morrari was built in the mid-sixties by the late Glenn "Jigger" Jones for the late Garth Souness and raced in the All Comers Saloon Car class. The Morrari came about when an unwanted and outdated 1955 Ferrari Super Squalo Grand Prix car was languishing out the back of Johnny Riley's car yard in Auckland. Perhaps after a few ales, a plan was hatched, and they found the Morris Minor lo-lite shared a similar wheelbase and wheel track to the Ferrari! So in true hot rod fashion, a 327 "Corvette" engine with triple 97s was coupled up to the Ferrari 5-speed transaxle, and the lads went racing! The Morrari was a sensation running 145mph down the back straight of Pukekohe with nothing more than a lap belt, Morris bucket seat and NO roll bar. It shaved 15 seconds off the lap record and was "rough as guts" and "went like hell", says all who remember it. Unfortunately, nothing exists of the original Morrari other than the chassis, which lives in Europe and has been restored back to its Grand Prix guise. The recreation, however, was carried out by Mark & Greg Stokes as the ultimate father and son project with a lot of great help from many people. We look forward to seeing this car run with the Historic Sedans and hope to bring a full feature soon.





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WALK OF FAME
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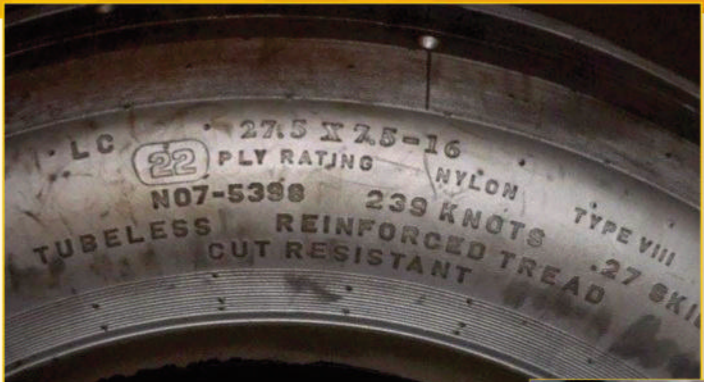
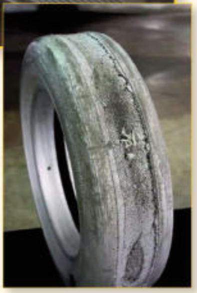
The Walk of Fame

KIWI hot rod trailblazer and drag racing pioneer Grahame Berry has been publicly recognised and honoured in his local town, Upper Hutt's Walk of Fame. Grahame is one of fifty people who influenced Upper Hutt in the last 50 years. The Walk of Fame, a tribute to his talent and achievements, is a fitting reward for a lifetime's work.





Hot Rod Tyres?

THE main landing gear tyres on an SR-71 Blackbird had some challenging problems to overcome. They were subject to very high heat for several hours at a time. The SR-71 flew with afterburners on continuously, resulting in airspeeds of Mach 3.5 (2200mph) which saw the temperature inside the wheel wells exceeding 800 degrees Fahrenheit. Also, the main gear had to support the aircraft's weight at take-off and landing speeds exceeding 180 knots. (207 mph) Additionally, the Blackbird had the heaviest footprint of any US Air Force aircraft ever made. Each BF Goodrich 22-ply 27.5 x7-5 x16 tyre is tubeless and speed rated at 239 knots. (275mph) On the main gear, each tyre had a contact patch of a mere 13 square inches. These tyres are designed for 15 landings and are inflated with nitrogen to 425 psi. The photo shows an SR-71 tyre after just three landings. Notice the small tread width and cord layers showing. They appear to be silver in colour, and that's because they are infused with aluminium powder to reflect the heat.

AMERIKAN RAUTA
V8
P-51 FIGHTER
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Primer

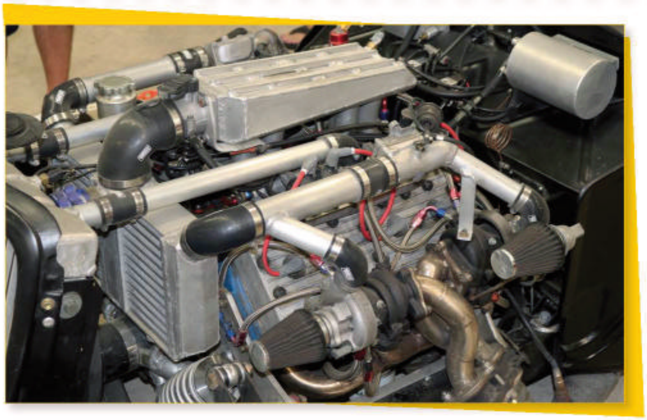
Finnish Visitor

AT the recent Waipu Car Show, we were treated to a visit by Finnish hot rod photographer Sampo. It was an honour to have him in our backyard, so to speak and revelled in his travel experiences with hot rodding around the globe and in his home country of Finland. We traded magazines (as you do), and although we don't speak or write Finnish, we can see from the images that hot rodding is strong and vibrant in Finland – population 5 million – a similar size country to NZ.

Show 'n Go

ROB Chesham's '31 Model A Vicky made an impact when it was featured in our July '22 issue. Fresh out of Magoo's Street Rods, it hit the road and show scene. Knowing Rob's love of blown Hemis and tyre smoke, it was cool to see the Go part of the Show 'n Go theme added to his repertoire at Squeaks March Meet.

Photos by Craig Stare and Siggy.



Flathead Vitals

GRANT Potter responded to our questions about his quad-turbo, injected & intercooled flathead engine in last months In Passing. Grant has kindly provided his amazing engine's dyno results. Grant says, "It was built as a street engine, so not a maximum power engine like Hogan-Martin-Rea's flathead. They are making a ton more horsepower and are severely constrained by Vintage Class rules, no turbos, no engine management, no electronic fuel injection, no interactive ignition etc. Hats off to them for that." Grant's flathead made 214 hp at 4555 rpm and 285 ft-lbs or torque at 3752 rpm at the rear wheels. This equates to approx. 250-270 hp at the flywheel, depending on whose calculator you use. To put that into perspective, it's triple the original's output.

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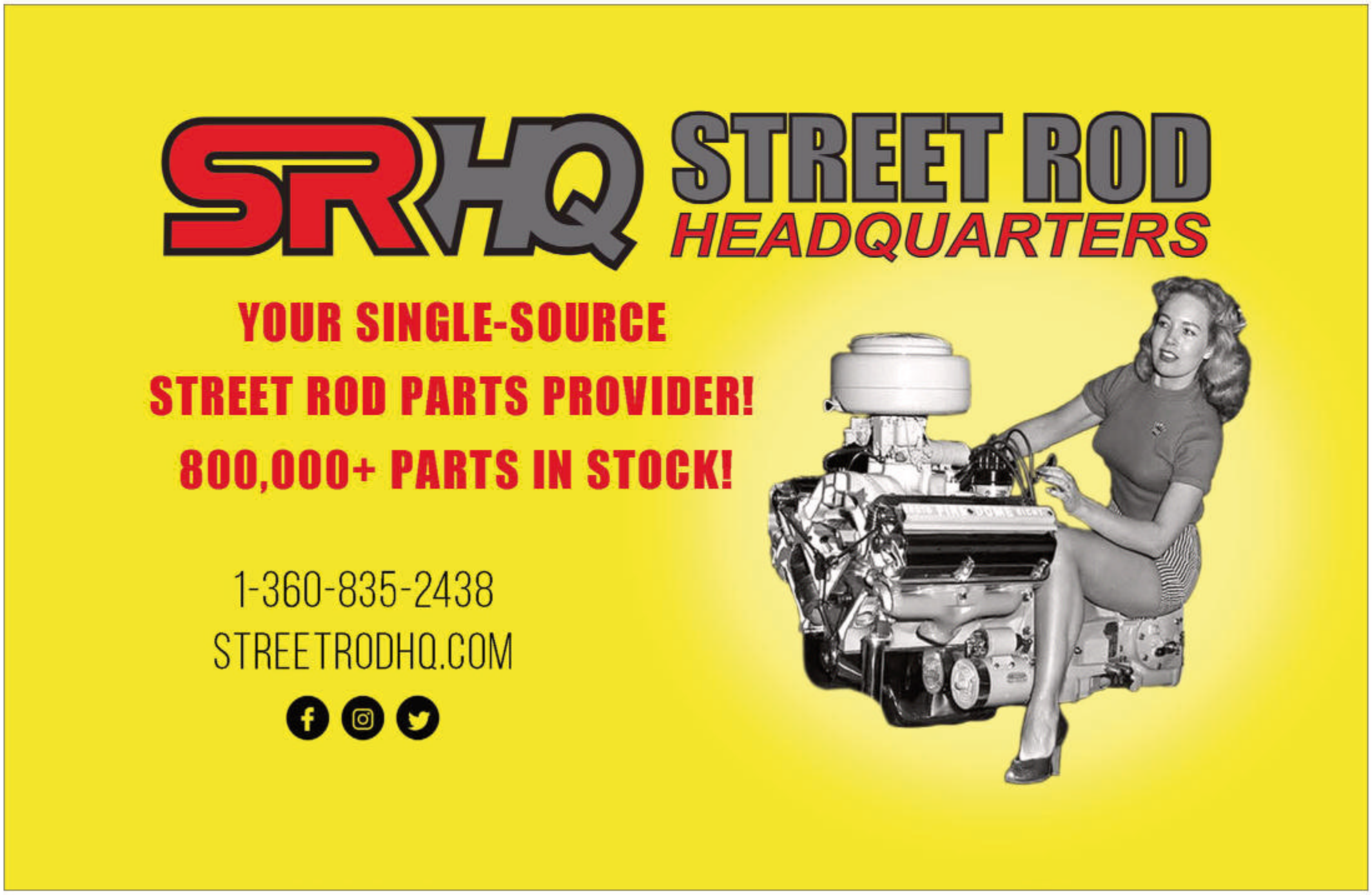

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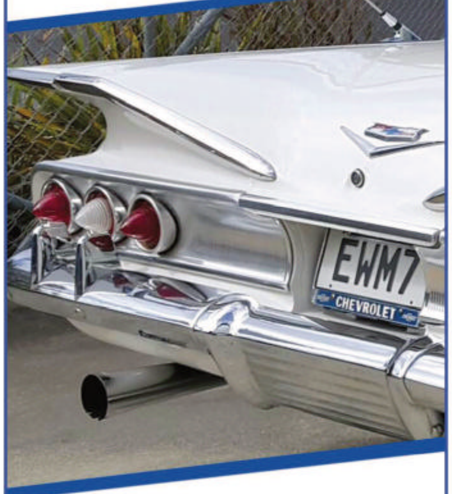

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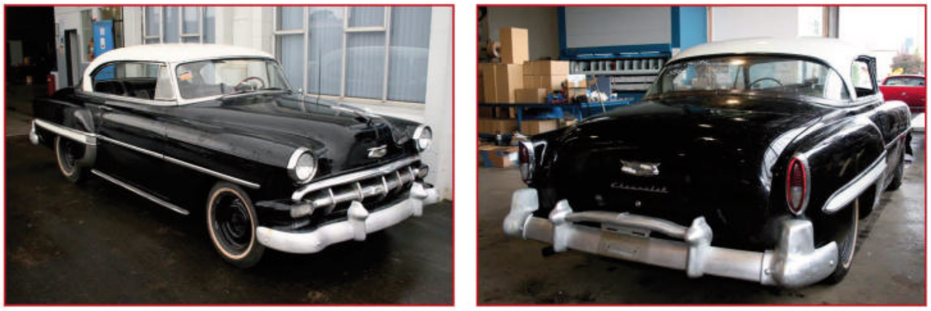
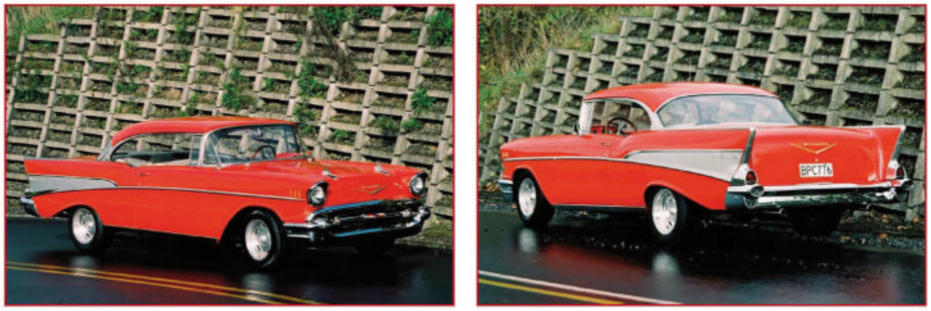


Do you remember when?

JEREMY Allen imported this '54 Chevy Bel Air 2-door hardtop via Chuck's from Plymouth, PA, back in August 2005. Plans called for an all-black paint scheme similar to Jesse James' 1954 from West Coast Choppers, plus Air Ride suspension and alloy wheels. It sounds like a recipe for one cool cruiser, but what's happened to this car in the past 18 years? We'd love to know.

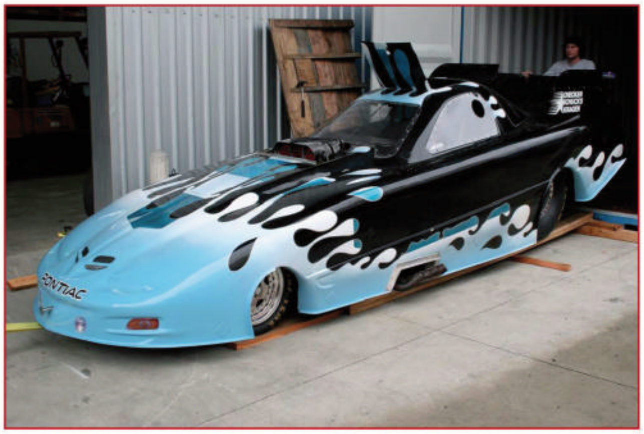


Tri-Five Find

GRAEME Gordon of Southside Streeters imported this '57 2-door hardtop from Pebble Beach, California, via Chuck's. That was back in October '05, and we haven't seen it around at events recently, so we're hoping Graeme has miles of smiles and tons of fun from his acquisition.

A Blast from the Past

WILLY White's Top Fuel Funny Car arrived in late '05 via Chuck's. It was NZ's first genuine NHRA Top Funny car, and Willy drove it to mid-5-second passes. He recently sold it, and new owner Wayne Currie is preparing it for more nitro quarter-mile action.



If you have a New Arrival you'd like to share with our readers then drop us a line at 09 432 1270 or email paul@nzhotrodmag.co.nz. We'd love to hear from you.

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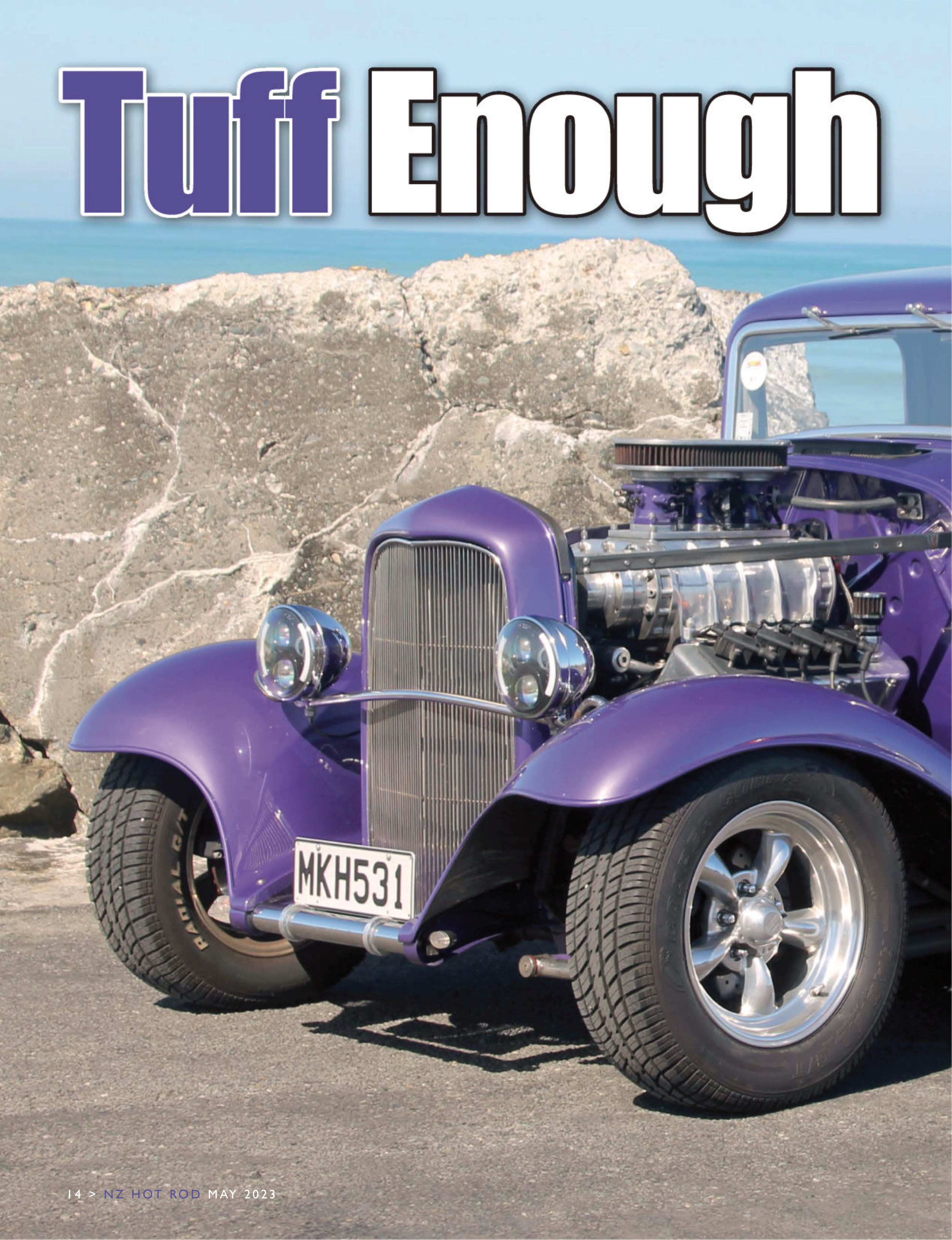
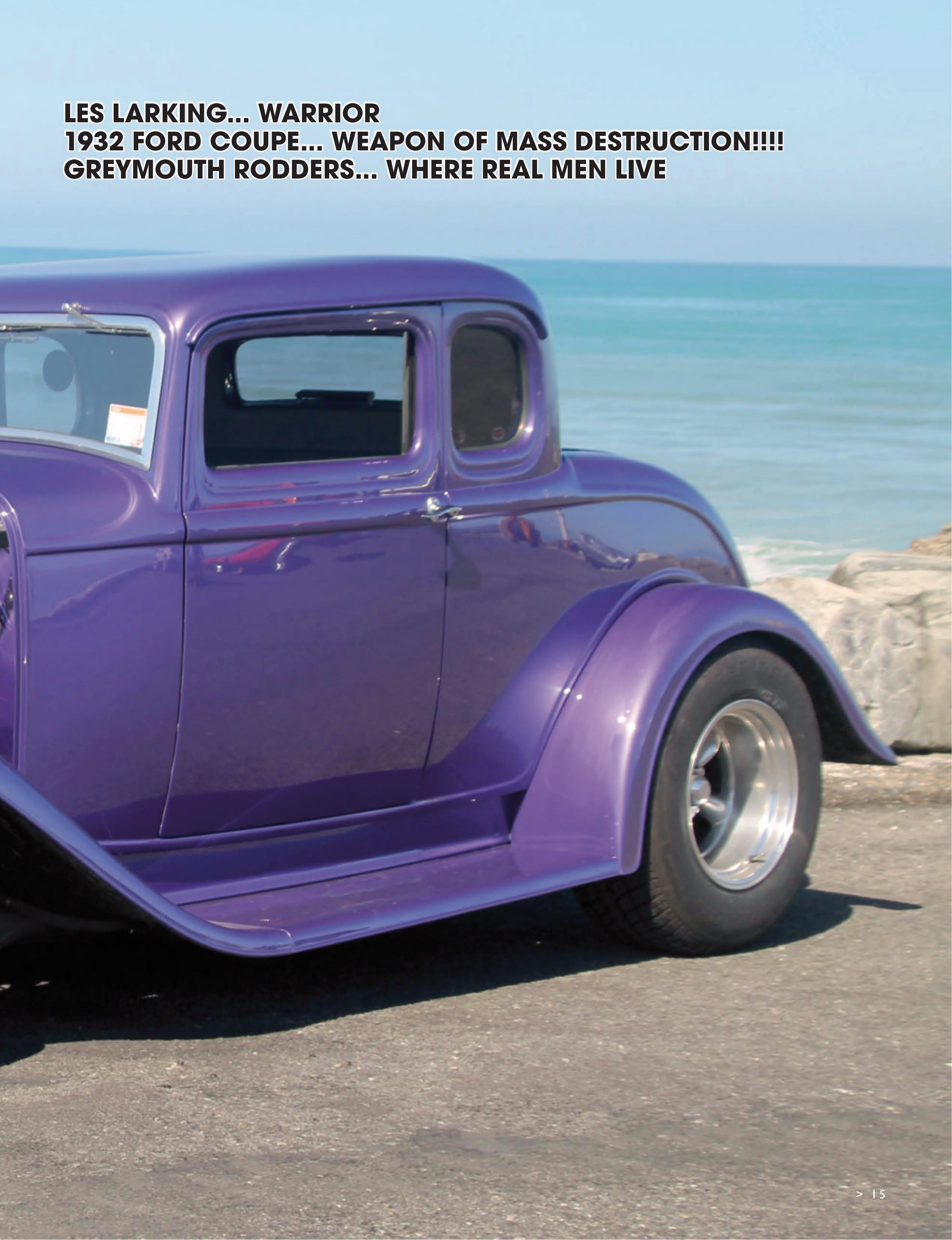
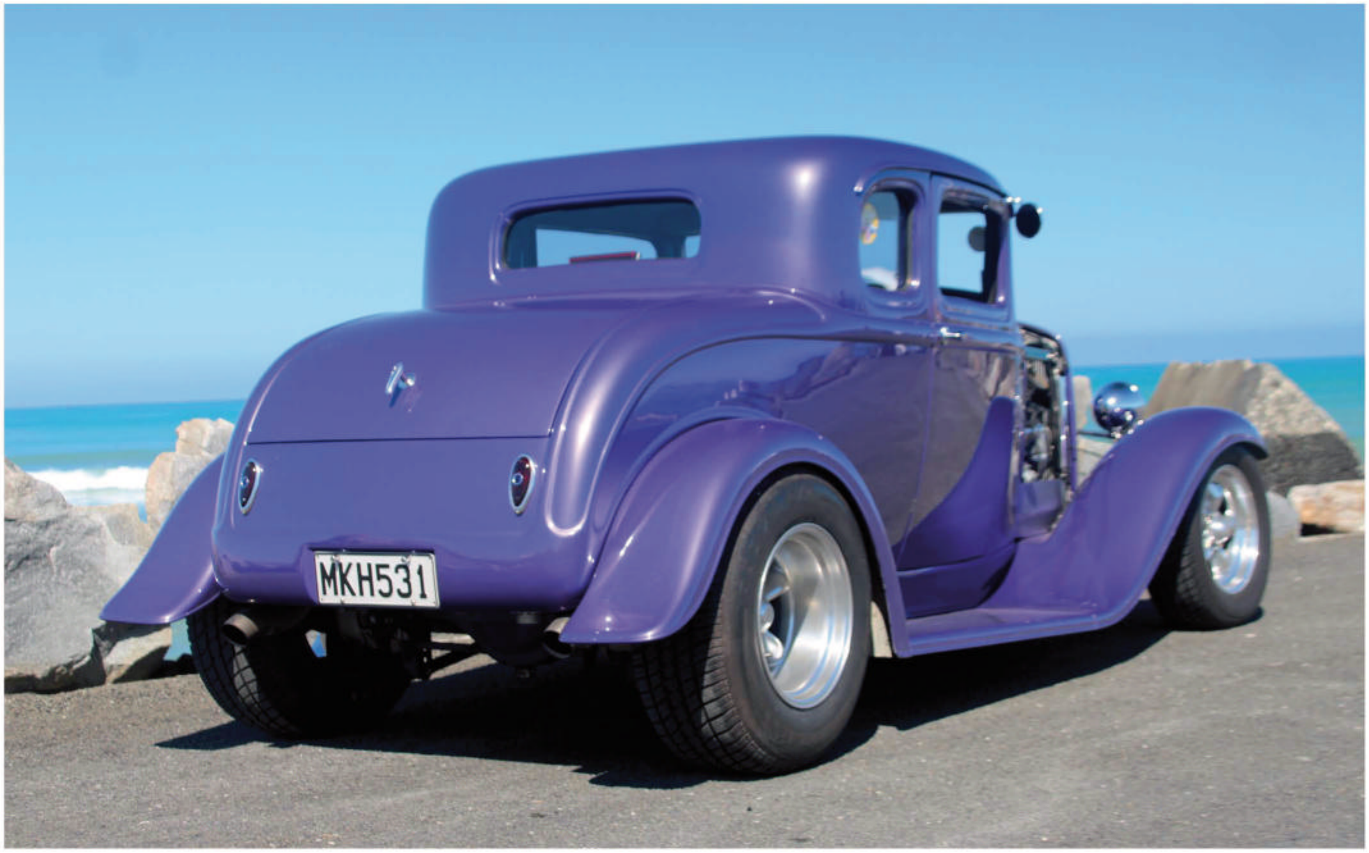


LES LARKING… WARRIOR
1932 FORD COUPE… WEAPON OF MASS DESTRUCTION!!!!
GREYMOUTH RODDERS… WHERE REAL MEN LIVE



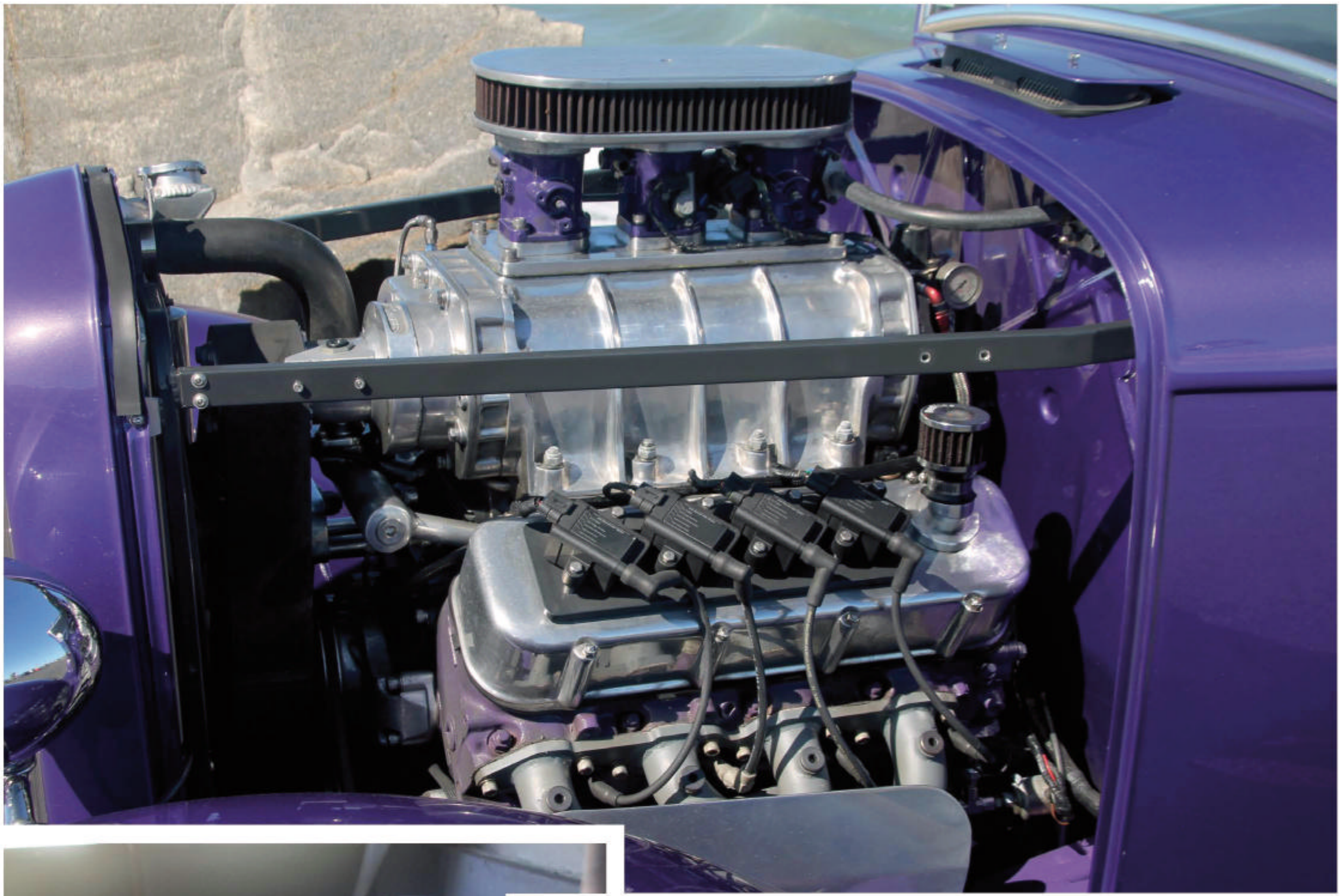


Story and photos by Craig Stare

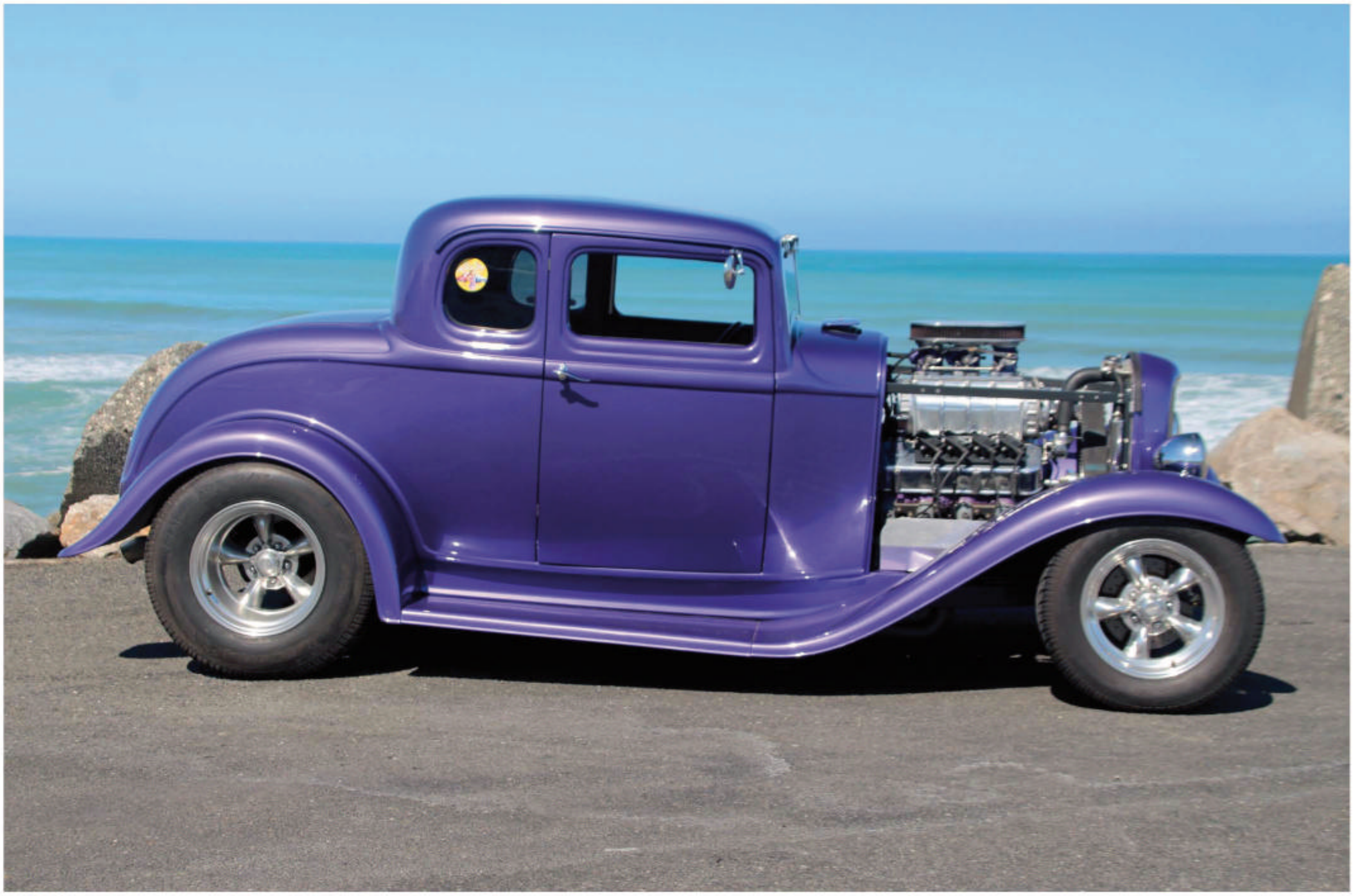
LES LARKING is a real character and a real "coaster" through and through. He is adamant he's not one of the originals, having only been in the club (on and off) for 49-1/2 years! Greymouth Rodders celebrated its 50th anniversary at the start of the year.

In the early days (the Greenstone era in the seventies), Les built up a Singer 9 powered by a 283 Chevrolet and auto and later managed to shoehorn in a 402 big block. Project two began by finding the remains of an Essex coupe body in the Reefton dump, and the rear body from an old Chrysler found its way onto the back of it. Les still had the big block lying around, and the next hot rod was born. It was later sold to "Biscuit" from Blenheim, and that baby blue coupe did many hot rod miles.

In the nineties, Les built a staunch '32 glass Ford highboy with a supercharged 427 Chevrolet engine that ran twin 4-barrel carbs. In the late '90s, he held the BB/Street Rod record at 10.2 and did a best ever of 9.9 seconds in the quarter. The roadster got lots of use and was a virtual "testbed" for Les' trick engineering. Eventually, the roadster disappeared, and the engine with a lot more refinements went into another project in 2012, this time a fibreglass 5-window coupe seen in this article. The body was a much-modified Arnie Parker unit with Pete Osborne fenders. It features a 3-1/2" roof chop, rolled pan, electric cowl vent, hidden hinges and bobbed rear fenders. The entire



IN THE NINETIES, LES BUILT A STAUNCH ’32 GLASS FORD HIGHBOY WITH A SUPERCHARGED 427 CHEVROLET ENGINE THAT RAN TWIN 4-BARREL CARBS.



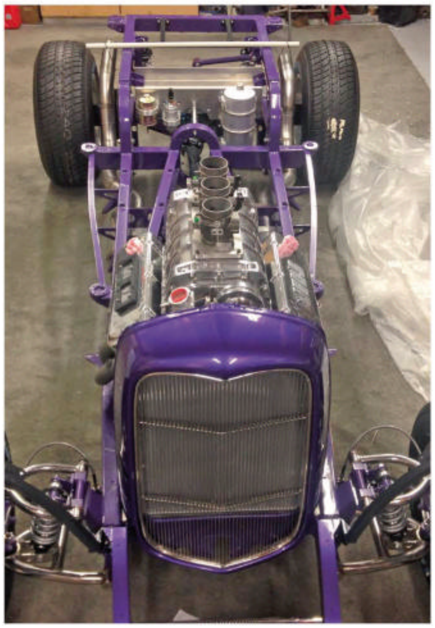
THE INDUCTION IS A 10% UNDERDRIVEN 6-71 BLOWER WITH HOLDEN THROTTLE BODIES WITH 1000CC BOSCH INJECTORS UNDER THE BLOWER.

body was completely steeled out at home by Les. A full roll cage system is also hidden under the headlining. The car was painted by the two Jamies at Hokitika Collision in Mopar's 'Plum Crazy' purple.

The interior is all done in grey leather, with a new seat on the horizon for better comfort. A Flaming River steering column, electric windows and an array of Autometer gauges, all wired up by Les, complete the picture.

The foundation you see here is a work of art starting with 4" x 2" steel box section with a bunch of very strong crossmembers with, all engineering by Les, a talented engineer who always thinks outside the square. Les also made the tubular top and bottom A-arms and utilised a Commodore rack and pinion steering, Wilwood callipers, and GM vented discs. The rear end is extremely strong, 9", featuring custom-made housing with full floating hubs, double-splined axles, XF Falcon discs and callipers. A 4-spider 3.0 to 1 diff head shares time with a limited-slip unit. Wheels are American racing 15" x 7" with 215 x 65 x 15"tyres and rear 15" x 10" with 255 x 70 x 15".

The engine is an early 427 cubic inch 4-bolt main block, nitrated crank LS7 rods, blower pistons, big port, open chamber heads, roller rockers, stud girdle, hydraulic cam and a Pete Jackson gear drive. The induction is a 10% underdriven 6-71 blower with Holden throttle bodies with 1000cc Bosch injectors under the blower. The engine runs a Link Extreme G4 ecu system with individual coils. HPC-coated, owner-built headers with built-in oxygen sensors were installed to help with tuning. Transmission is a manual valve body, Turbo 400 automatic running a stock converter. Many thanks to Ian Smith for certification and Justin Hanson for his help along the way. They breed them tuff in them thar hills.



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Repco BEACH HOP™

T-buckets on the beach.

Photos by Splitpin, Craig Stare and Bruce Taylor

DUE to Covid disruptions last year, the previous Beach Hop was held barely four months ago in November. Then we had many storms, including the huge ones that inflicted devastation on Northland, Gisborne and the destruction in Hawkes Bay. Add onto this the turmoil that the Coromandel received, destroying much of its roading infrastructure. Then to top it all off was the unreliability of the inter-island ferries causing many entrants to cancel at the last minute! I believe it was totally amazing we were able to have a Beach Hop.

Undaunted, Noddy and his team pressed on. Initially, we all thought the numbers would be hugely down, and sure, it was down a bit, but there were still plenty of cars and people to have a great time. Most of the time, even the weather played ball. Waihi had pretty good attendance, and due to a couple of road closures, Thames was a no-go, so Thursday was a free day for all. Entrants had a choice to travel anywhere in the Coromandel, purchase something and go into the draw for cash prizes. It worked great, and everyone had fun. Friday was another great day at Onemana. The crowds generally felt down a bit in numbers, but it proved much easier to get around.

The music is always excellent, and I loved the new band from Australia, the 'Wolf Kats'. Well done, team, you did it again, so not going to waste time with words because pictures tell the story so much better.

20
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Arriving at Waihi on Wednesday.

Darryl Gates, looking good in his 1932 Ford tudor.

Pearl orange Ford F100 certainly stood out in Waihi.

1932 Ford roadster resplendent in candy brandy wine.

Surf rescue truck showed great imagination.

Prize Winners

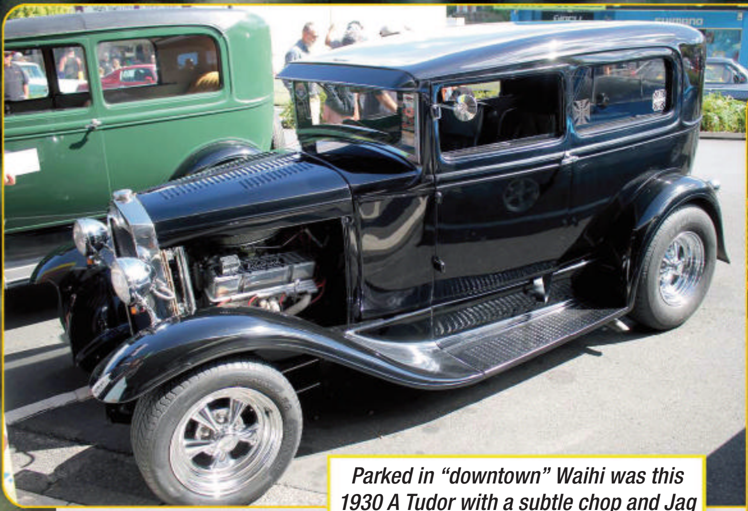
Top Five Cars: Peter & Delilah Schimanski 1971 Holden Monaro, Paul Bailey 1970 Dodge Challenger, Trevor Halstead 1951 Studebaker Starlite, Rachel Perrit 1932 Ford Coupe, John Popenhagen 1961 Morris School Bus

Top Bike: Nathan Curan Harley-Davidson
Top Caravan: Leanne Scott 1972 Oxford Sunseeker "Rusty"
Top Car: John Popenhagen 1961 Morris School Bus

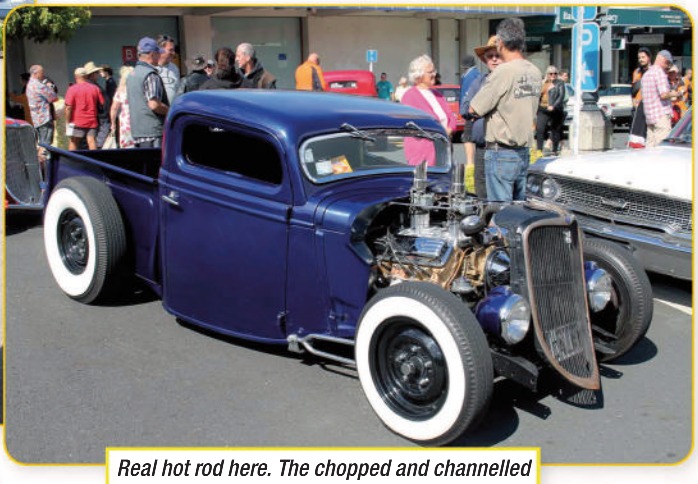
Entrant Draw Panasonic TV: Rangi Ormond
Burger Fuel Vintage Show: Runner-Up Gizzy Galore, Winner Sammie Sinister
King of the Hop - $10,000 Cash: Che Orton, Hamilton
Kiwiplates Voucher Prize Draw: Scott Clayton, Mellons Bay

$1000 NZHRA Entrant Draw: Rich Borthwick, Ford Tudor
$5000 Harley-Davidson Draw: Jason Chilcott, Hobsonville
$10,000 Entrant Draw: Tim Hyde 1956 Chevrolet 210
$50,000 Cash Draw: Sacha Smith, Cambridge

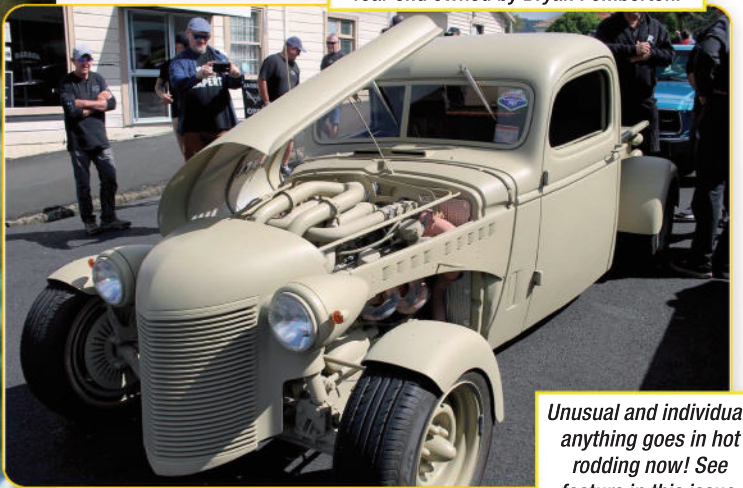
Bulk horsepower here; these T-buckets mean business! Kerry Grant owns the bucket on the right.



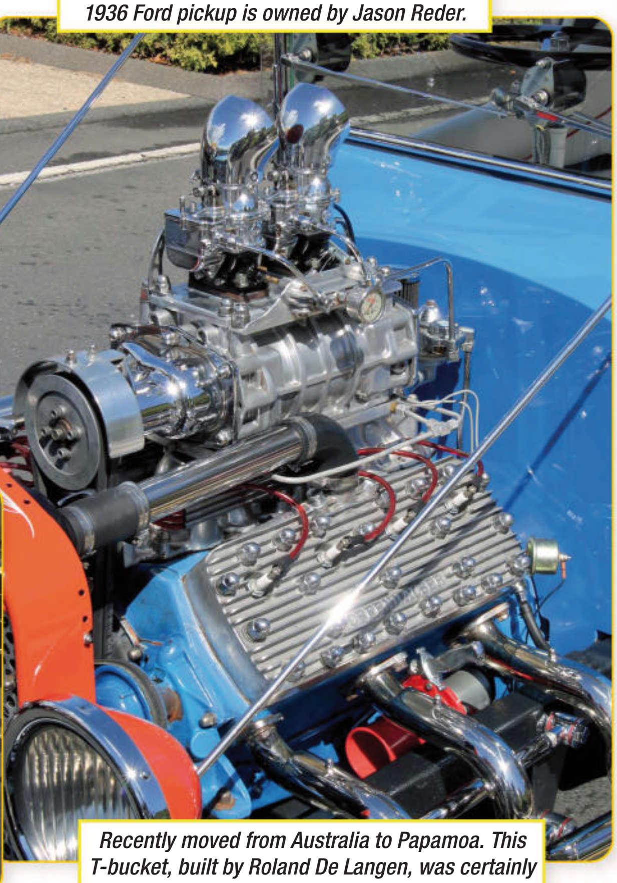
Parked in "downtown" Waihi was this 1930 A Tudor with a subtle chop and Jag rear end owned by Bryan Pemberton.



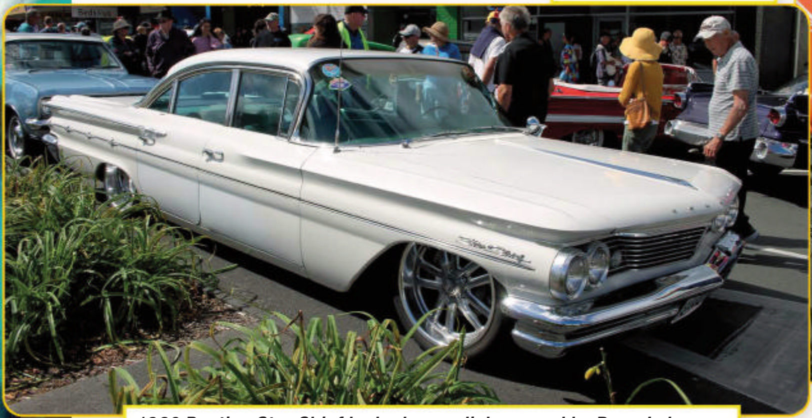
Real hot rod here. The chopped and channelled 1936 Ford pickup is owned by Jason Reder.



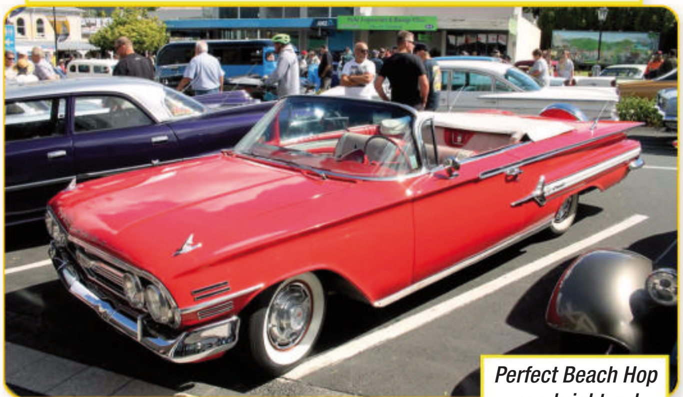
Unusual and individual, anything goes in hot rodding now! See feature in this issue.



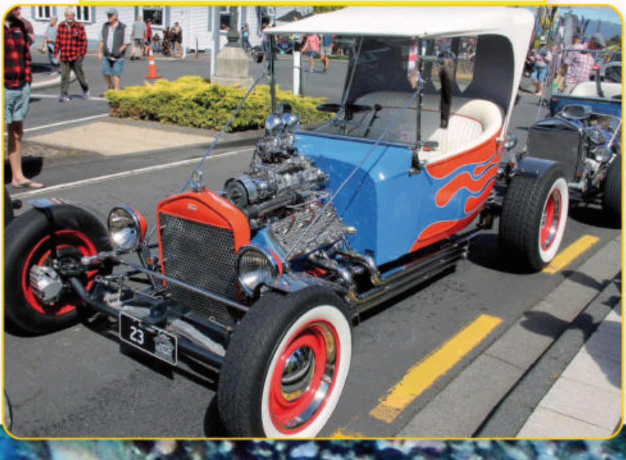
Recently moved from Australia to Papamoa. This T-bucket, built by Roland De Langen, was certainly a highlight with its blown sidevalve V8 engine.

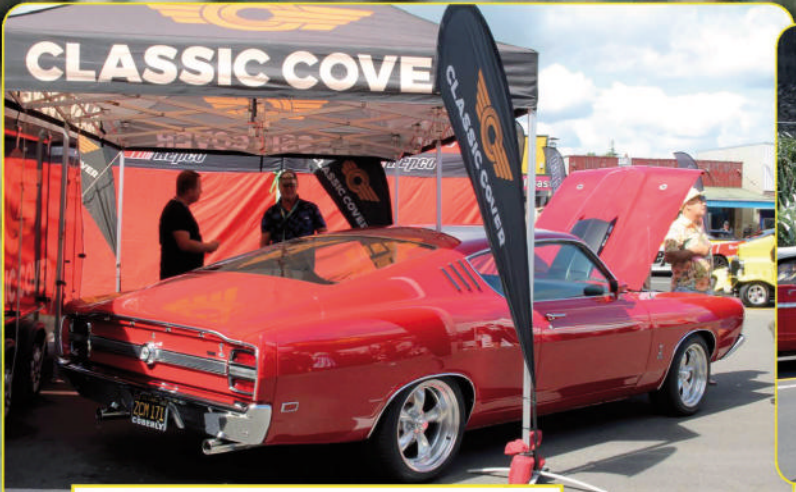


1960 Pontiac Star Chief looked very slick, owned by Dean Lehmann.



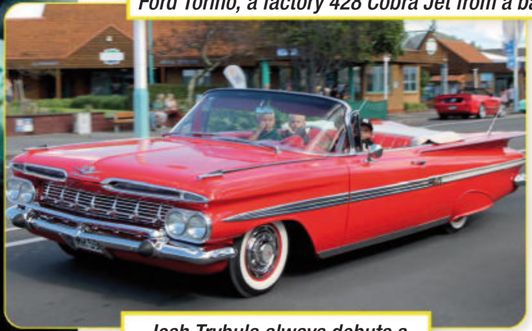
Perfect Beach Hop car, bright red 1960 Chevrolet Impala convertible.



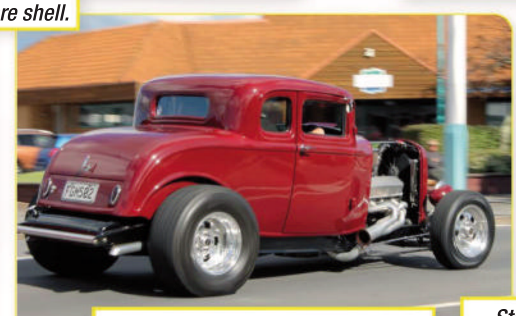


Here is a rare gem. Graham Fluery fully restored this Ford Torino, a factory 428 Cobra Jet from a bare shell.

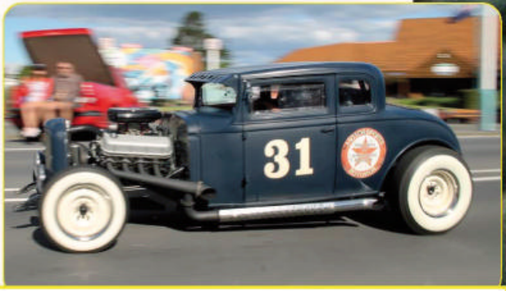
Bunch of “littlies” having fun with bearded monster.



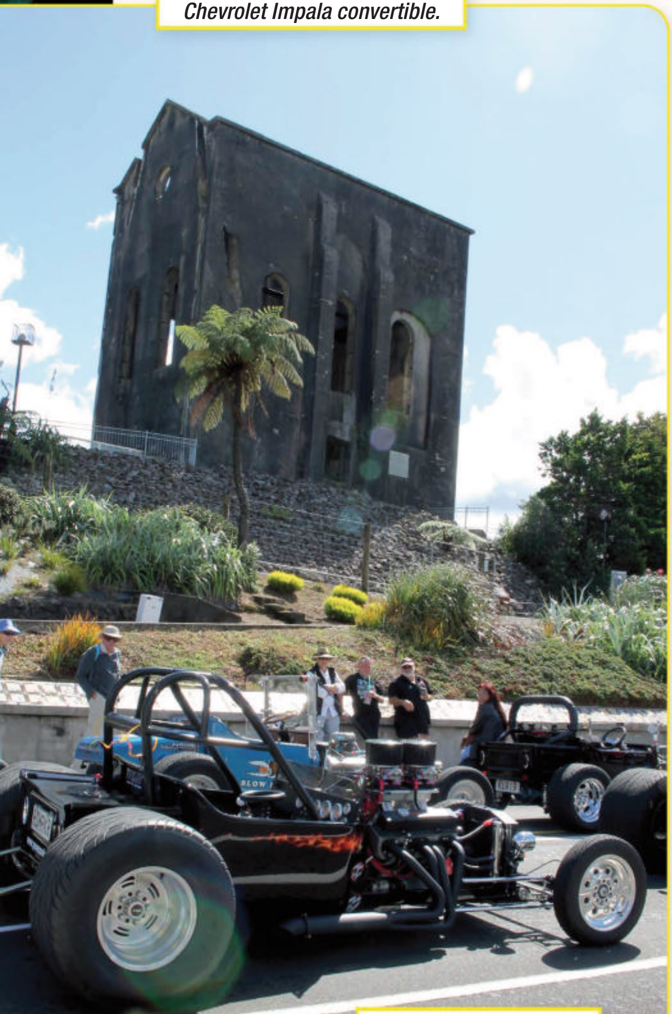
Josh Trybula always debuts a beauty, this time a mint red 1959 Chevrolet Impala convertible.



Here’s one I had never seen, a newly built 1932 Ford five-window coupe.



Steve Fraser’s heavily chopped and channelled, this 1931 Pontiac coupe meant business with big block Chevrolet power.



Evil T-bucket with classic Waihi background.

Cruising the main street of Whangamata during the day .

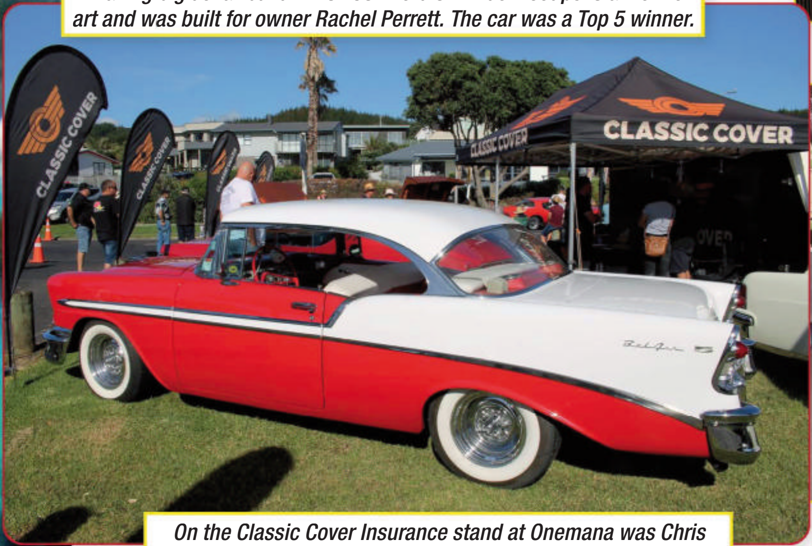
Custom motorcycles everywhere.

Staunch drag race-inspired Chevelle cruises the main drag at night......looking for trouble?

1965 Ford Galaxie wearing factory colours enjoying the nightlife.

Amazing big dollar build. This 1932 Ford 3-window coupe is a work of art and was built for owner Rachel Perrett. The car was a Top 5 winner.

Big Ford F350 COE car hauler was impressive.

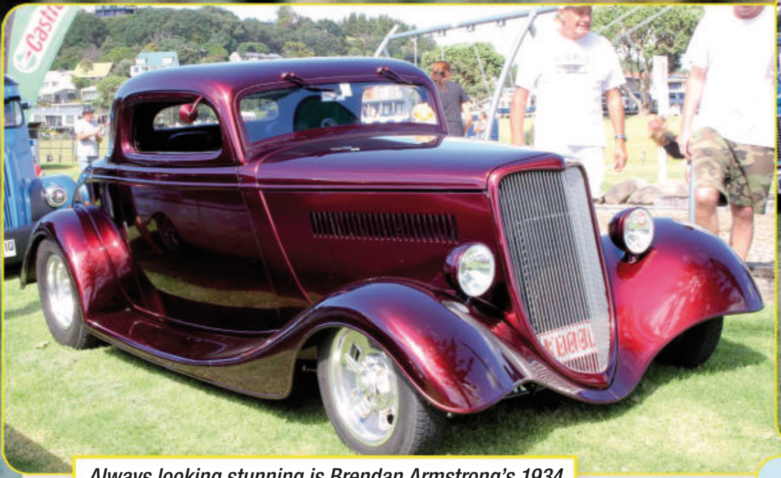


On the Classic Cover Insurance stand at Onemana was Chris Mangan's 1956 Chevrolet sports coupe, looking hot on chromies.

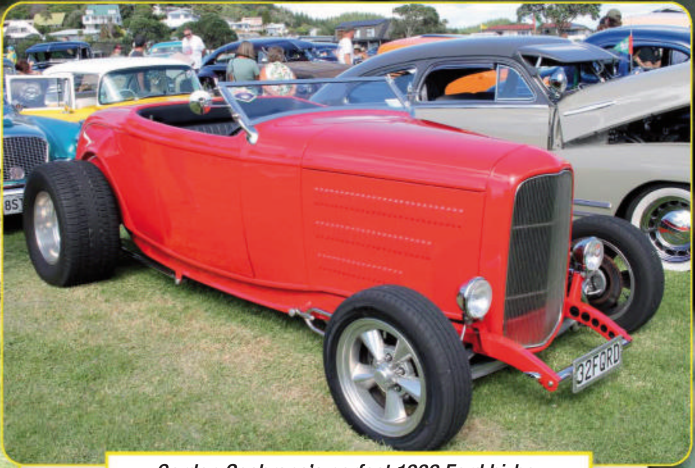
Beach Hop would not be the same without its mobile blackboard!

Teal '30 A roadster arriving at Onemana.

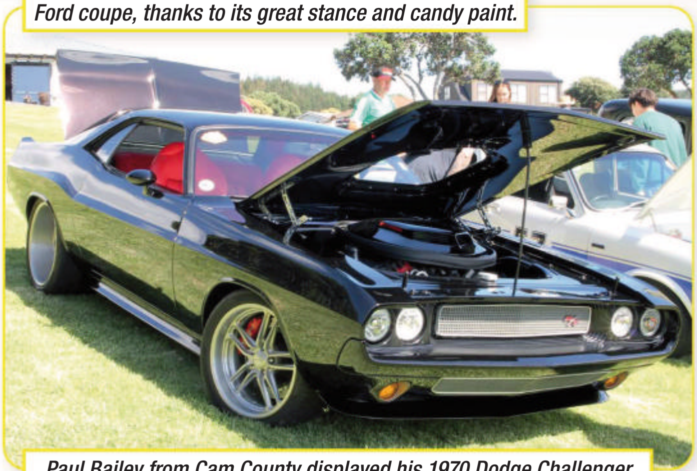
The big and little of 1959 Chevrolet convertibles.



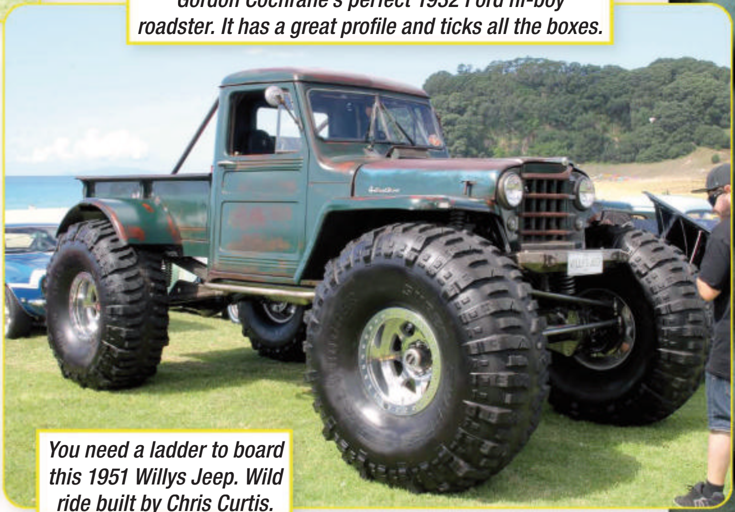
Always looking stunning is Brendan Armstrong's 1934 Ford coupe, thanks to its great stance and candy paint.



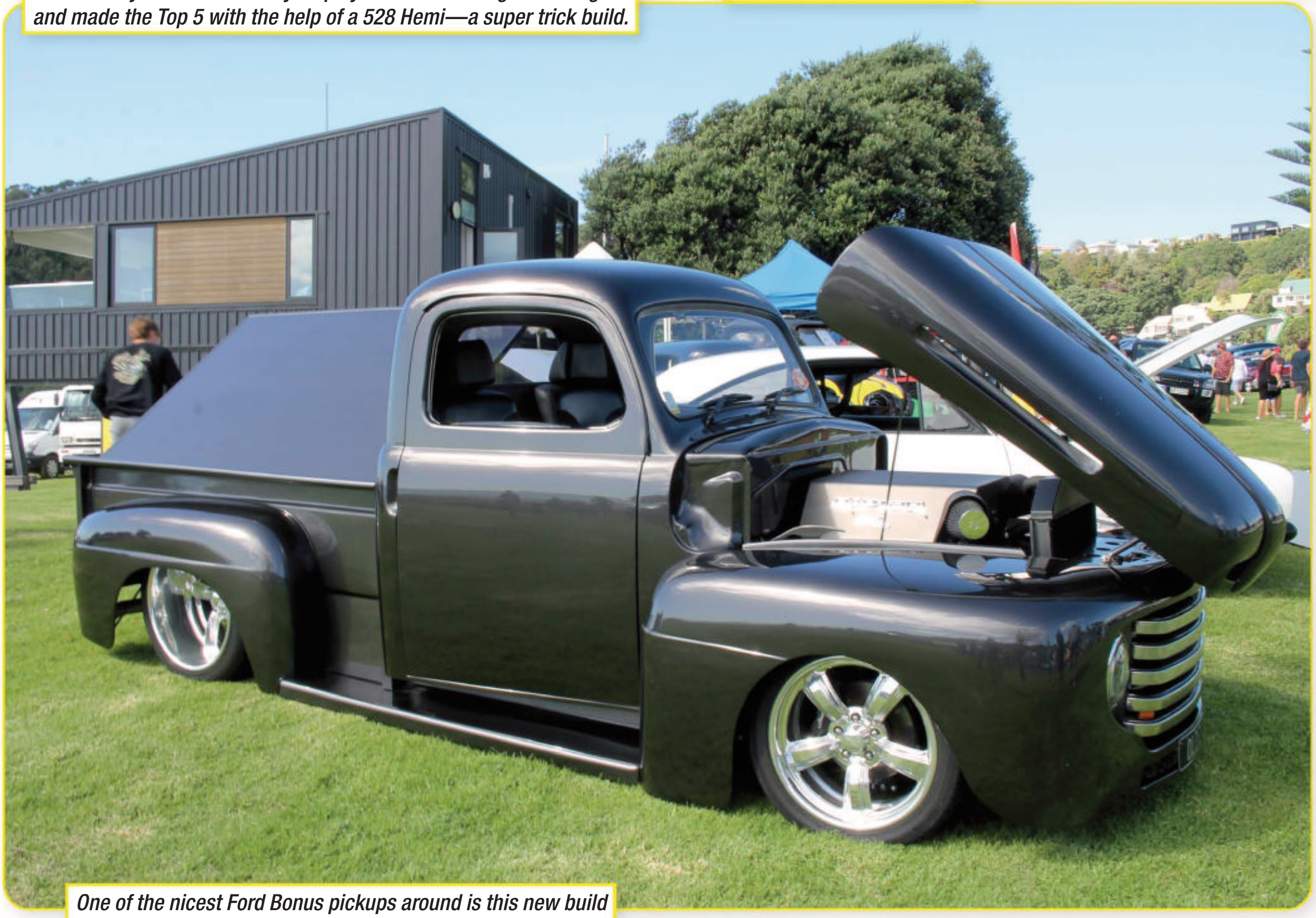
Gordon Cochrane's perfect 1932 Ford hi-boy roadster. It has a great profile and ticks all the boxes.



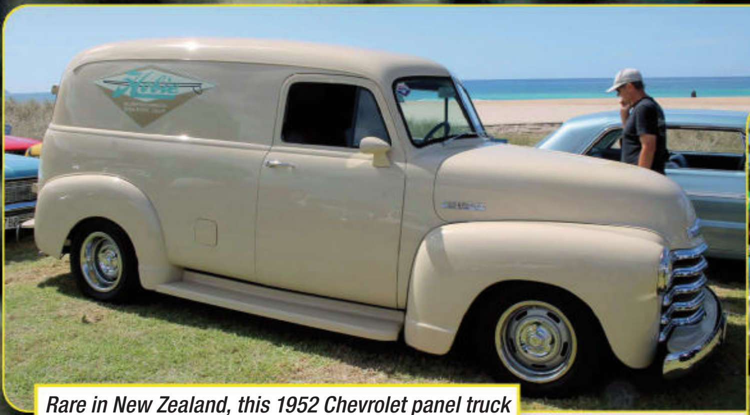
Paul Bailey from Cam County displayed his 1970 Dodge Challenger and made the Top 5 with the help of a 528 Hemi—a super trick build.



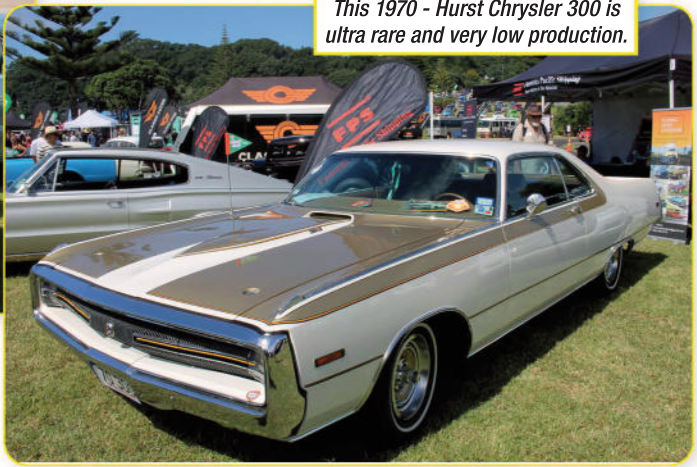
You need a ladder to board this 1951 Willys Jeep. Wild ride built by Chris Curtis.



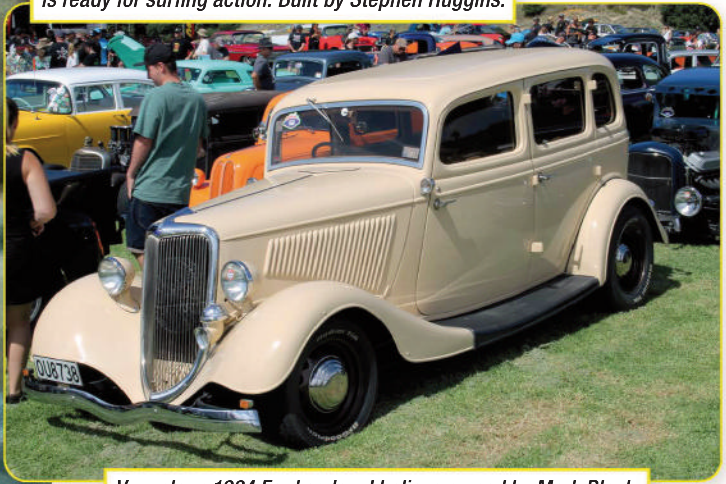
One of the nicest Ford Bonus pickups around is this new build owned by Noel Richmond and powered by a Raptor 6.2 litre.



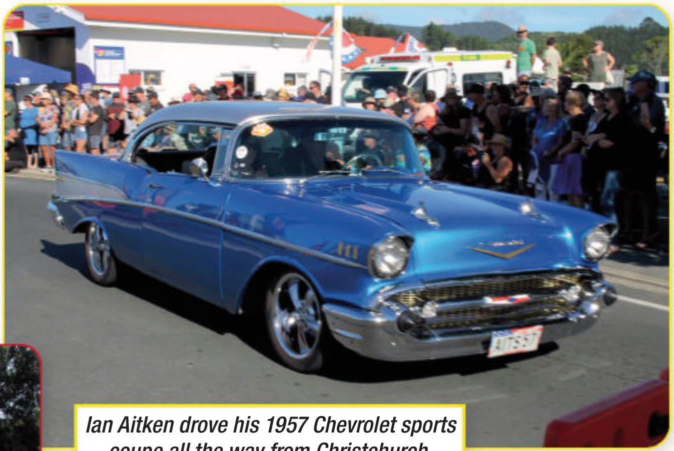
Rare in New Zealand, this 1952 Chevrolet panel truck is ready for surfing action. Built by Stephen Huggins.



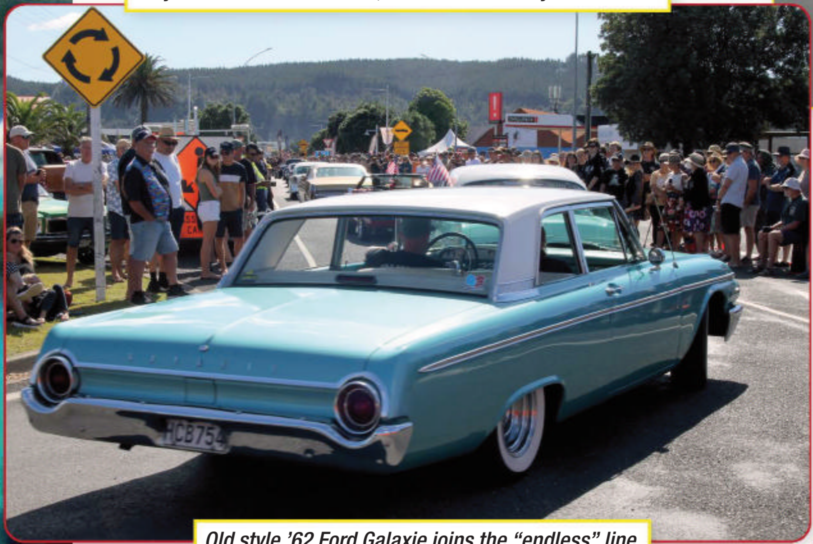
This 1970 - Hurst Chrysler 300 is ultra rare and very low production.



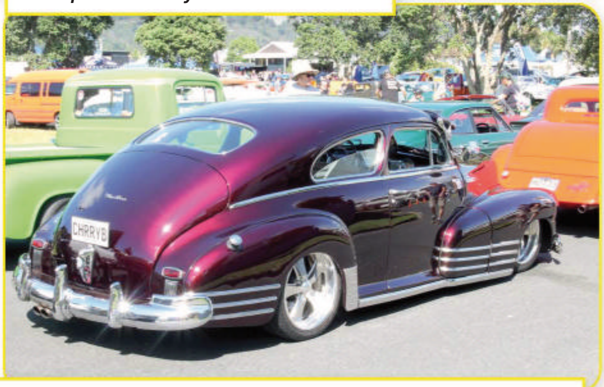
Very clean 1934 Ford sedan, I believe owned by Mark Black.



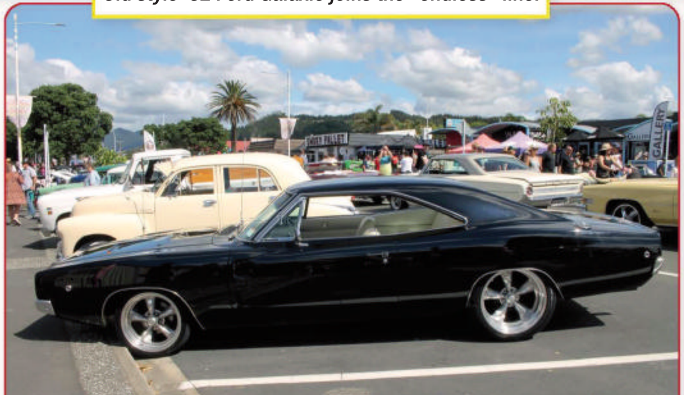
Ian Aitken drove his 1957 Chevrolet sports coupe all the way from Christchurch.



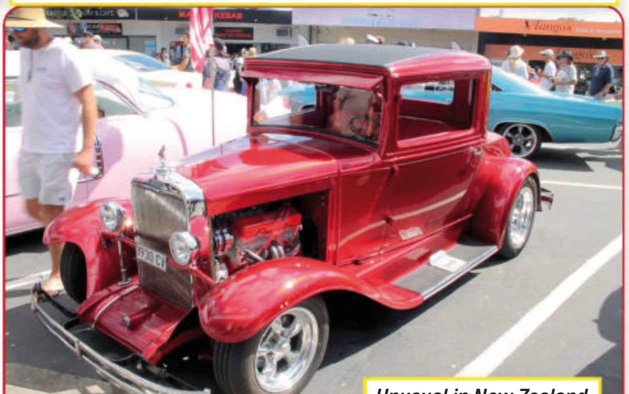
Old style '62 Ford Galaxie joins the "endless" line.



The paint was striking on Scot Robertson's late '40s Chev Fleetline.



This Dodge Charger was "right on the money".



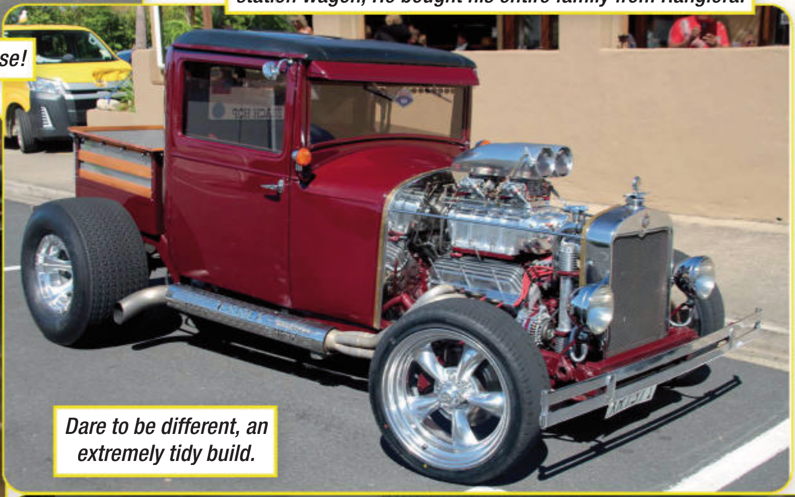
Unusual in New Zealand, lovely candy red on a 1930 Chevrolet coupe.

Very rare Canadian model Mercury pickup is way classier than its Ford counterpart.

The ultimate gasser! Max Turner's 540ci big block powered 1933 Willys coupe.

435hp, 427ci, mid-'60s Chev Corvette roadster.....yes, please!

John Crowe' lighting up the night' with his 1964 Chevrolet station wagon, He bought his entire family from Rangiora.



Dare to be different, an extremely tidy build.

Caddy convertible at night.

Dai Henwood, along with a bunch of top comedians, entertained at the comedy show.

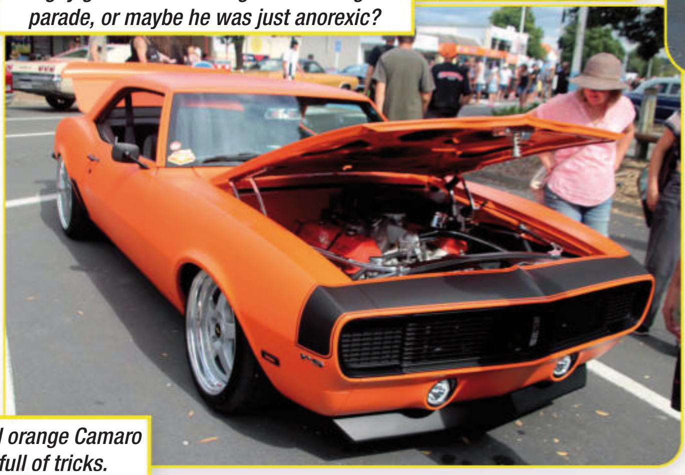
Another rare wagon, this time a 1959 Pontiac Catalina.

The 82-year-old owner was pretty proud of his 1961 Chrysler 300 with the dual cross ram.

Larry Barnett's genuine 426 Hemi-powered Road Runner.

This guy got sick of wasting time in the grand parade, or maybe he was just anorexic?

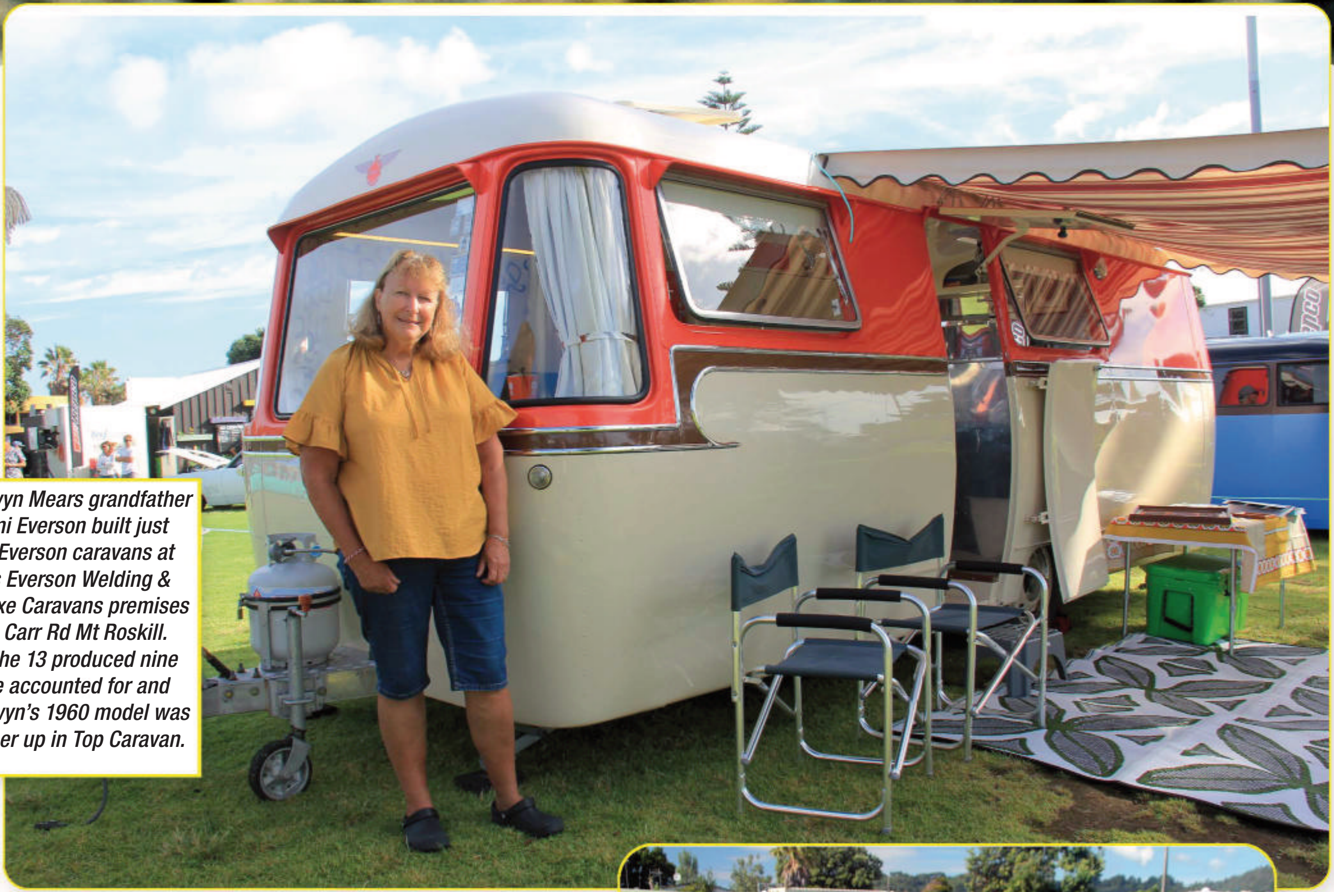
Bill Fryer's bright yellow 302-powered '32 Ford coupe at the Ford reserve. Photo by Splitpin



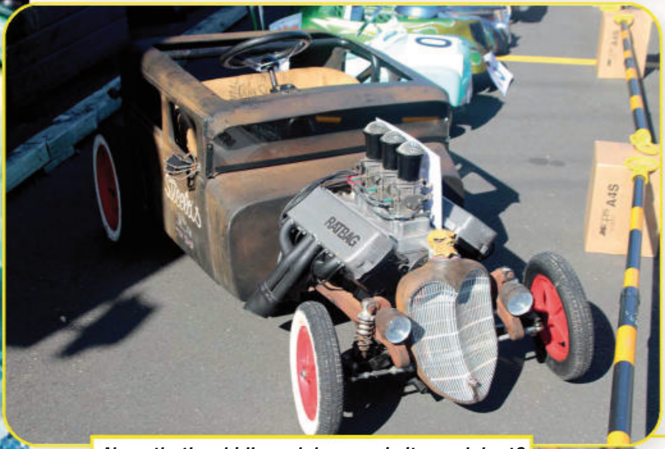
Way cool orange Camaro was full of tricks.

Not only scoring 2nd in the noisiest vehicle class, John Popenhagen won the Beach hop. Supercharged Chev powered Morris bus runs with Garden City Rodders in Christchurch. Congrats!

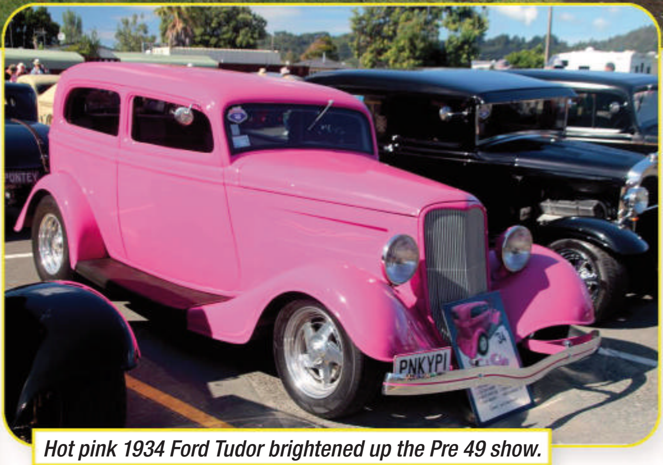
I Just love those 1961 Starliners.



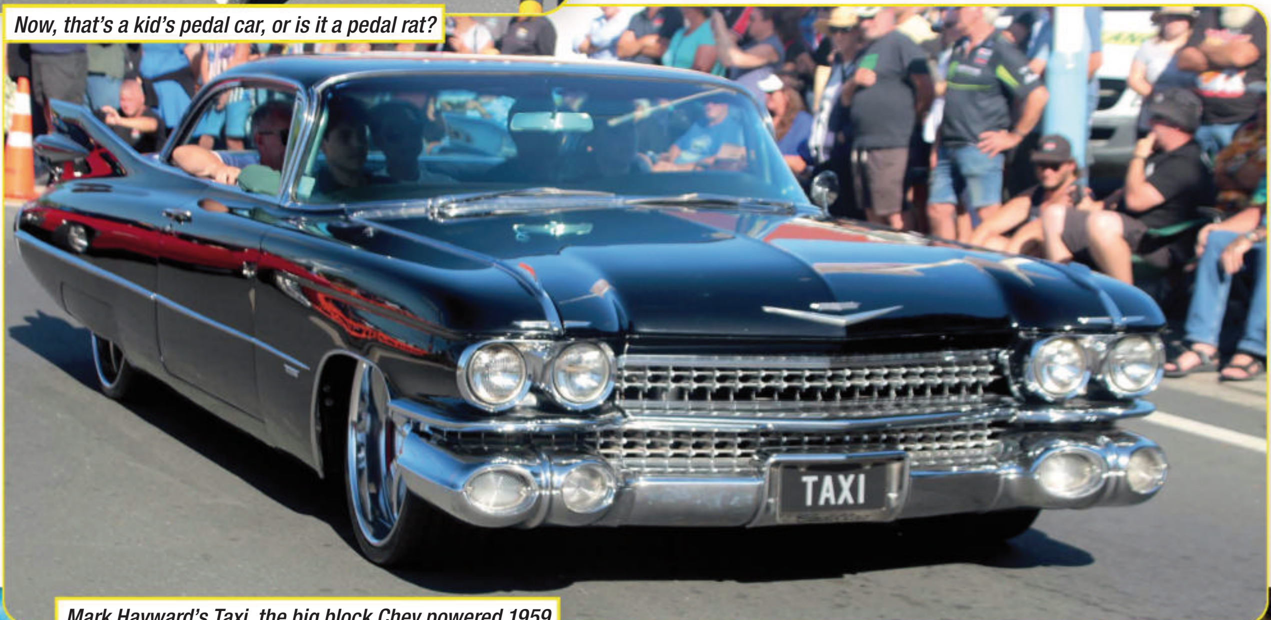
Raewyn Mears grandfather Erni Everson built just 13 Everson caravans at his Everson Welding & Deluxe Caravans premises in Carr Rd Mt Roskill. Of the 13 produced nine are accounted for and Raewyn's 1960 model was runner up in Top Caravan.



Now, that's a kid's pedal car, or is it a pedal rat?

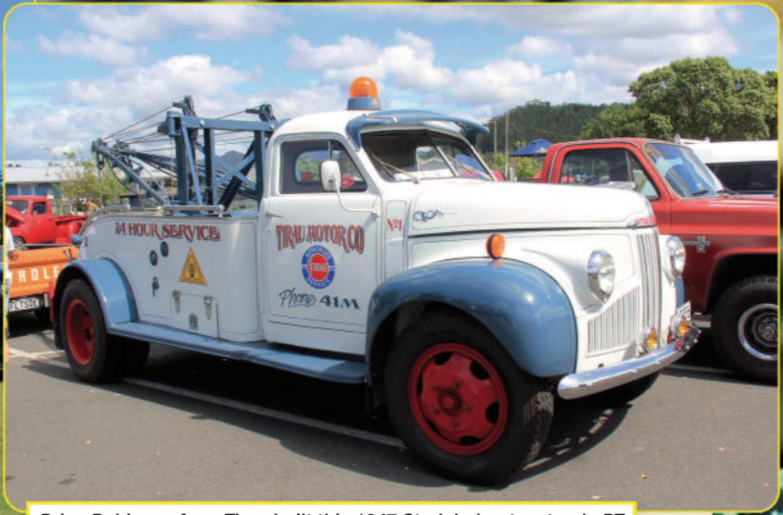


Hot pink 1934 Ford Tudor brightened up the Pre 49 show.



Mark Hayward's Taxi, the big block Chev powered 1959 Cadillac was a Top car a very long time ago. It seemed to disappear but resurfaced for this year's event.

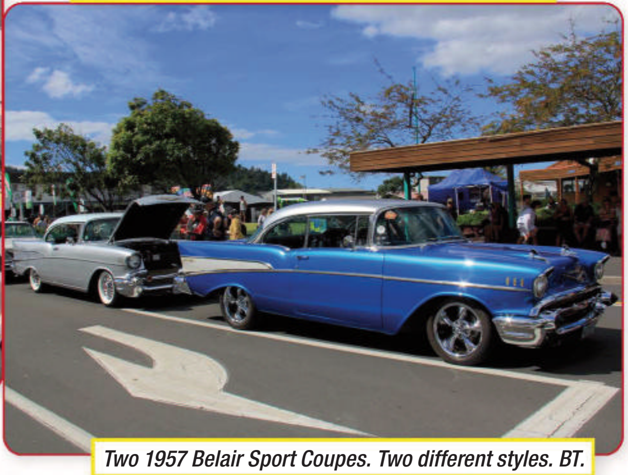
Elvis in a white knitted jump-suit. What would Priscilla think? BT.



Brian Robinson from Tirau built this 1947 Studebaker tow truck. BT.

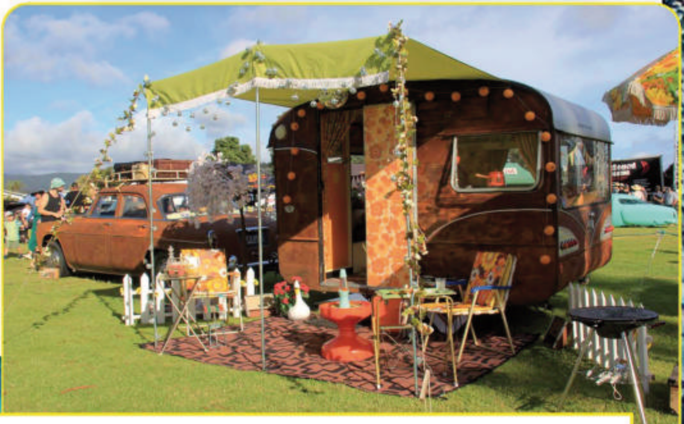
A grandstand view in a prime downtown location. BT.

Steven Bilyard is an author for kids hot rod themed books and this is the Bily Tales team.L-R: Steven, Charlee Carter, Veda Firmston and Lisa Baty.

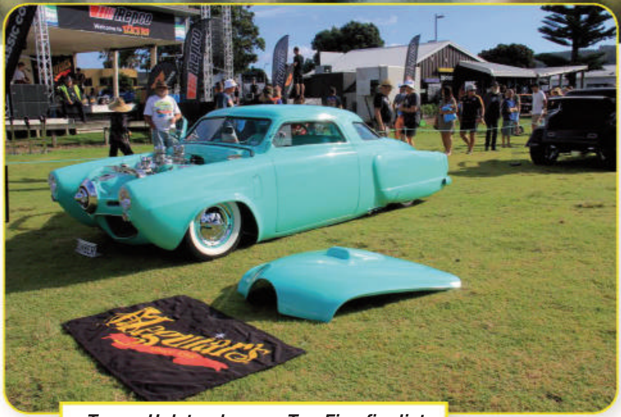


Two 1957 Belair Sport Coupes. Two different styles. BT.

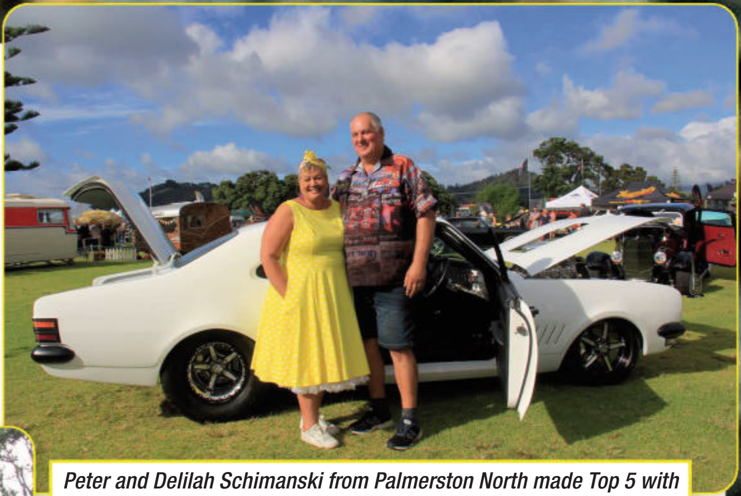
There were plenty of goodies for your garage walls at this stall at the vintage market. BT.



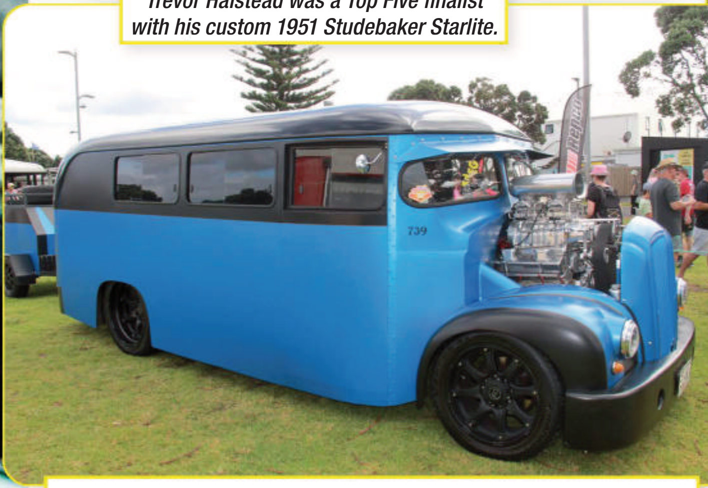
Hipsy Scott is a genuine roadie of no actual fixed abode, and her "rust" coloured caravan and matching Rover tow car took out Top Caravan. This was her first time at Beach Hop. BT.



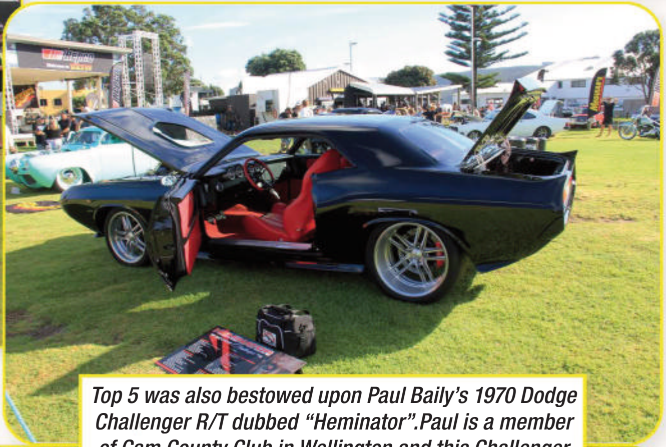
Trevor Halstead was a Top Five finalist with his custom 1951 Studebaker Starlite.



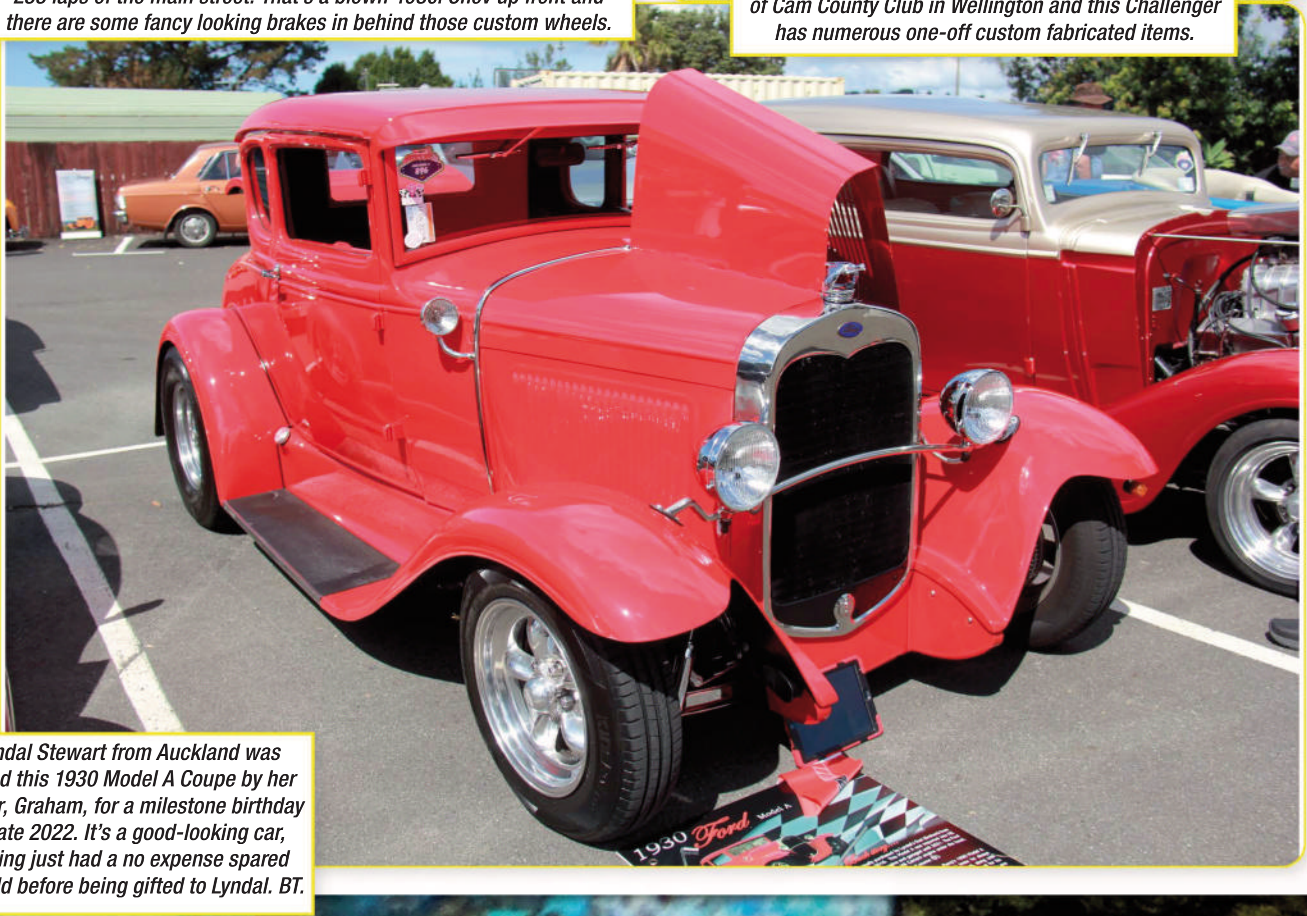
Peter and Delilah Schimanski from Palmerston North made Top 5 with their immaculate 1969 HT Holden Monaro which is powered by a 540ci Dart Big Block topped off with a 10:71 blower and Hilborn injection.



John Popenhagen won Top Car with his 1961 Morris School Bus. John is a member of Garden City Rodders and journeyed up from Christchurch with 8 passengers. John ran up a fuel bill of $2,500 which included 233 laps of the main street. That's a blown 408ci Chev up front and there are some fancy looking brakes in behind those custom wheels.



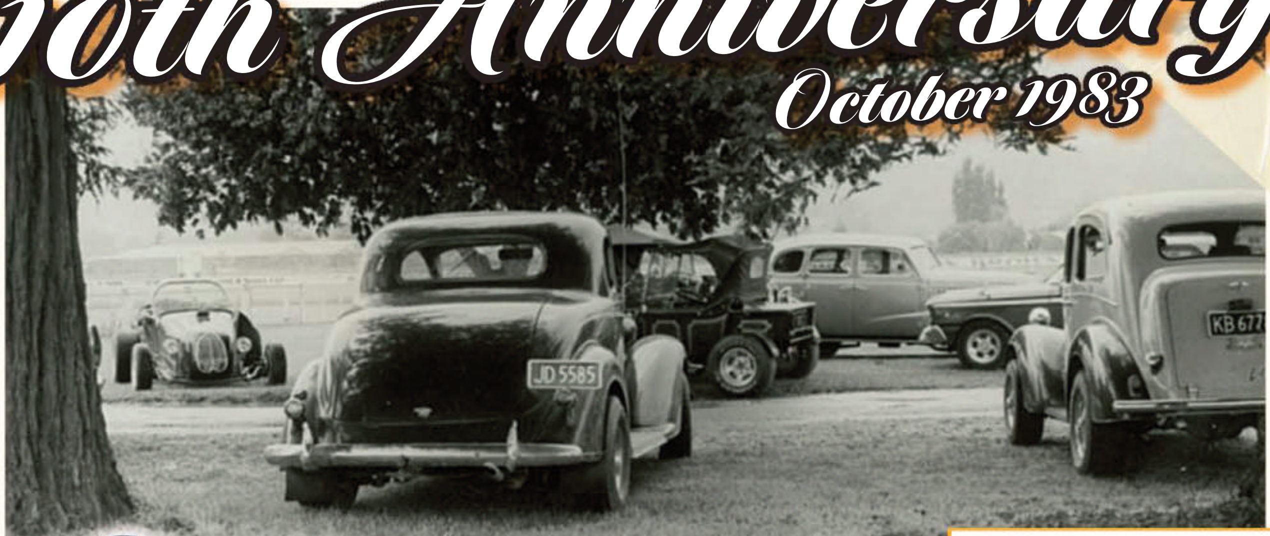
Top 5 was also bestowed upon Paul Baily's 1970 Dodge Challenger R/T dubbed "Heminator".Paul is a member of Cam County Club in Wellington and this Challenger has numerous one-off custom fabricated items.



Lyndal Stewart from Auckland was gifted this 1930 Model A Coupe by her father, Graham, for a milestone birthday in late 2022. It's a good-looking car, having just had a no expense spared rebuild before being gifted to Lyndal. BT.

Nelson City Rod & Custom Club 10th Anniversary

October 1983



Small part of the line-up of 60+ rods. HRM editor Rob Campbell's favourite was Graham Patten's Track T from Palmerston North, on the far left of the photo.

10th
ANNIVERSARY
127
NELSON CITY
ROD & CUSTOM CLUB
'73-83

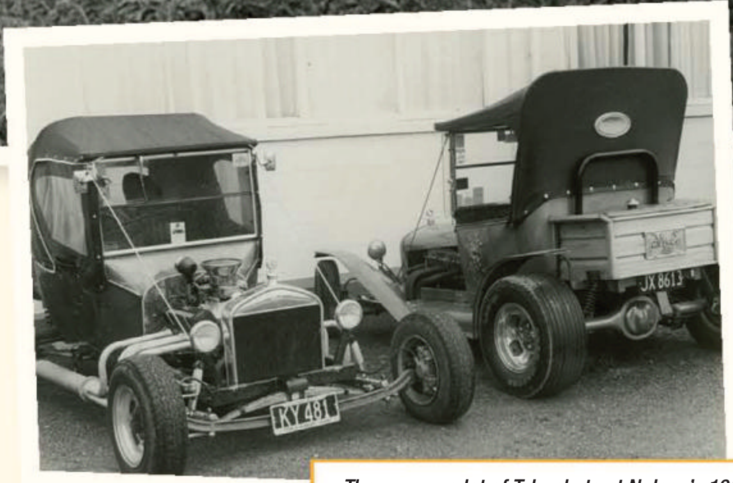
Each entrant was given one of these to pin on their jacket.

By John Eva

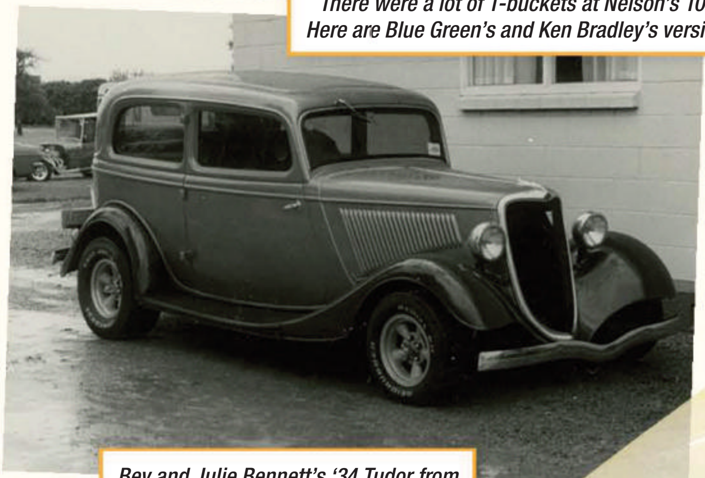
IF you've read the Upcoming Events page or perhaps gargled the Internet, you may have noticed that Nelson City Rod & Custom Club is celebrating their 50th anniversary in October this year.

I recall their tenth anniversary in 1983, a brilliant weekend that included a mammoth poker run, packed lunches every day, hot meals each evening, and a rip-roaring Saturday night social. Nelson's Club Sheriff Warren 'Blue' Green found plenty of excuses to 'fine' almost everybody, culminating in special guest Rob Campbell presenting awards at prize giving.

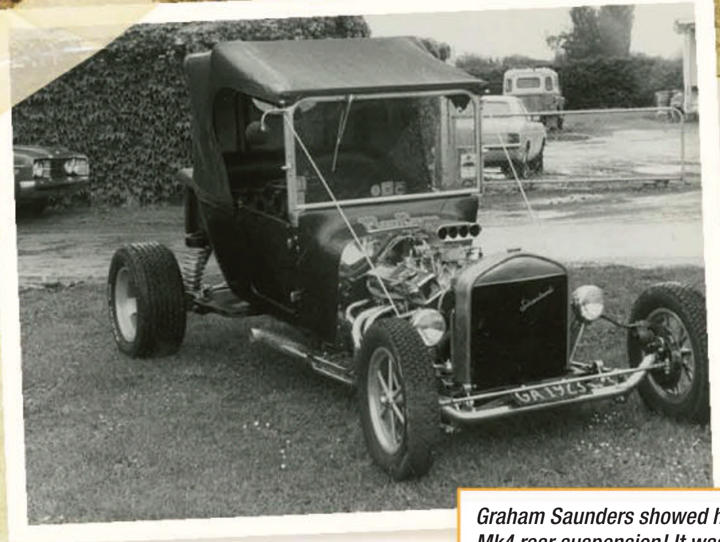
Here are a few snaps from the event, recently discovered…

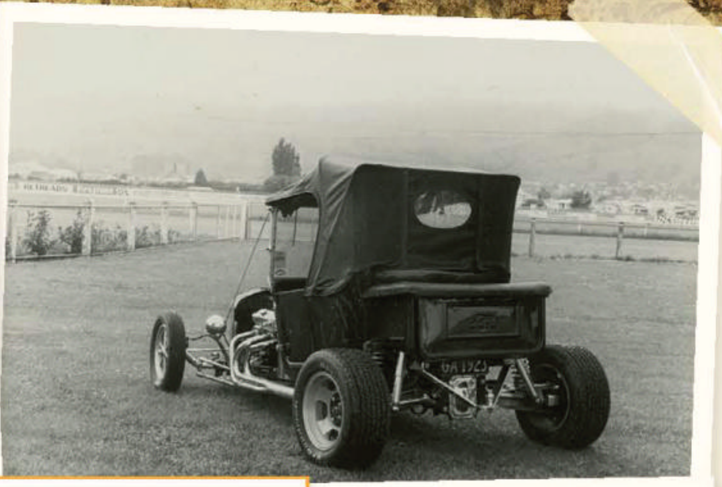


There were a lot of T-buckets at Nelson's 10th. Here are Blue Green's and Ken Bradley's versions.

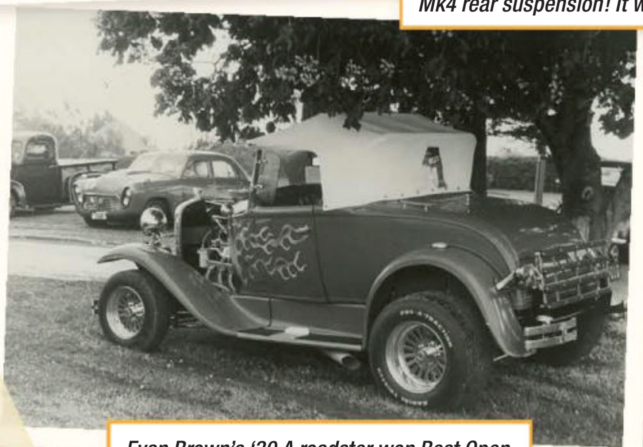


Bev and Julie Bennett's '34 Tudor from the hosting club used 351 Ford power.

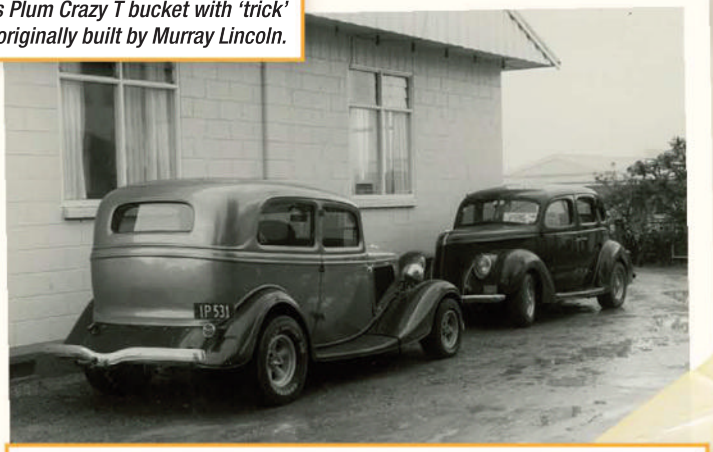




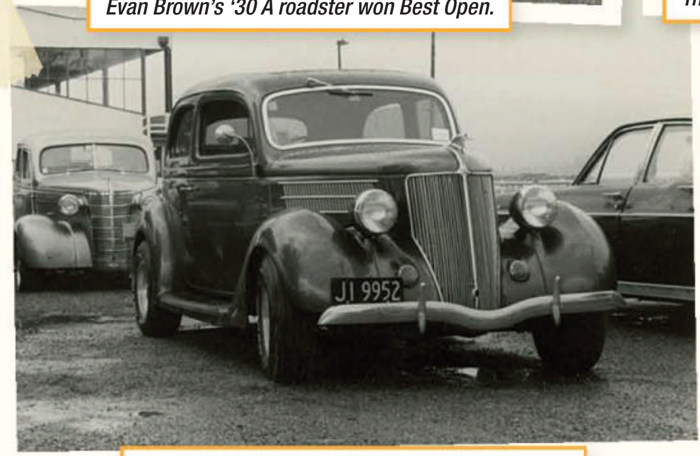
Graham Saunders showed his Plum Crazy T bucket with 'trick' Mk4 rear suspension! It was originally built by Murray Lincoln.



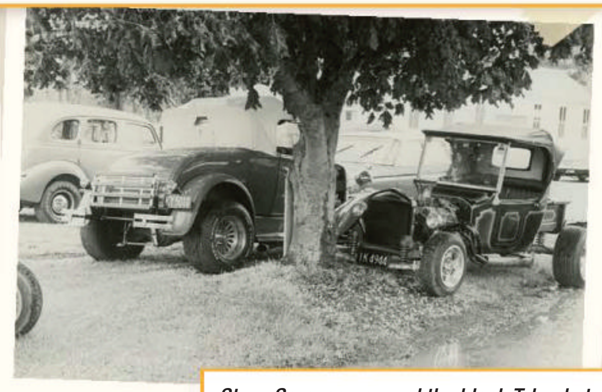
Evan Brown's '30 A roadster won Best Open.



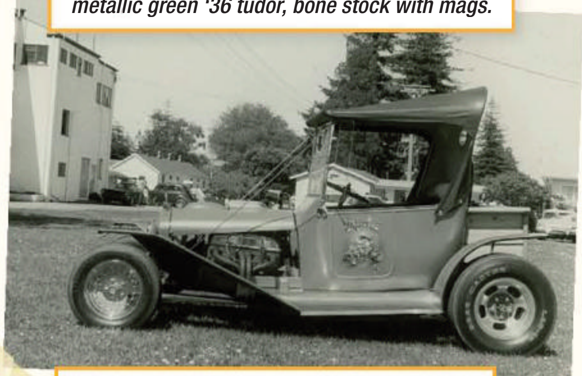
The Bennetts' '34 facing Alistair Nicholsom's '38 Ford sedan from Blenheim.



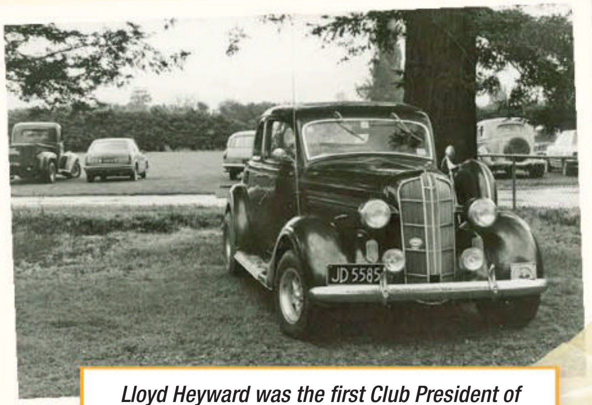
Lloyd Bertie from Kustoms (Chch) attended in his metallic green '36 tudor, bone stock with mags.



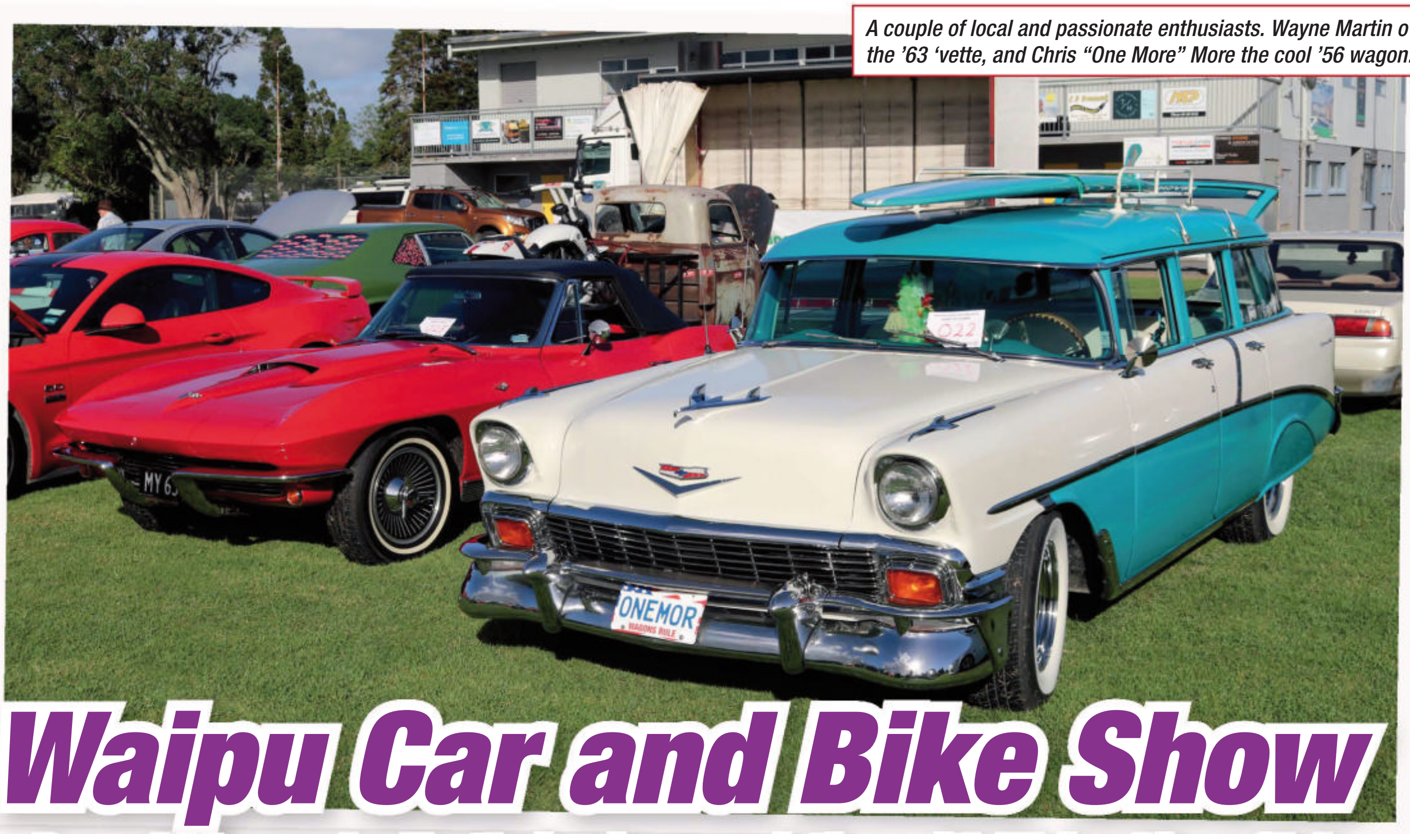
Steve Sampson owned the black T-bucket.



Another of Rob Campbell's favourites was Ken Bradley's fendered 23 T. Won 2nd Best Open.



Lloyd Heyward was the first Club President of Nelson City R & CC. This was his '36 Dodge coupe.



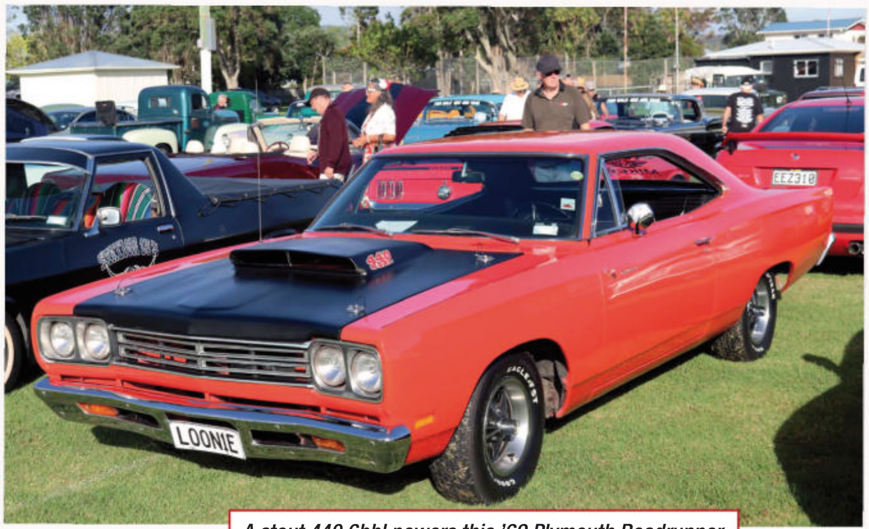
A couple of local and passionate enthusiasts. Wayne Martin owns the '63 'vette, and Chris "One More" More the cool '56 wagon.

Waipu Car and Bike Show

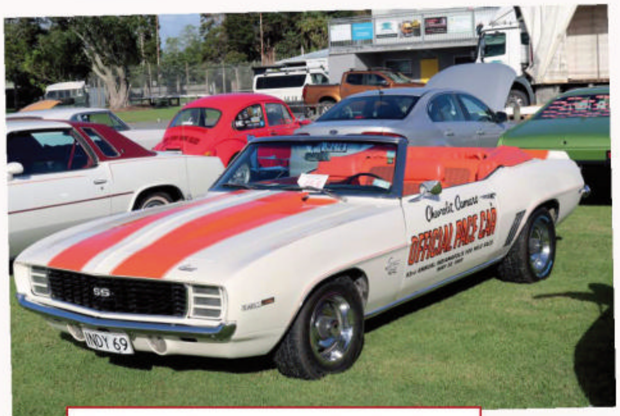
Brought to you by Northpine in association with Waipu Lions Club

Report and photos by Paul Grace

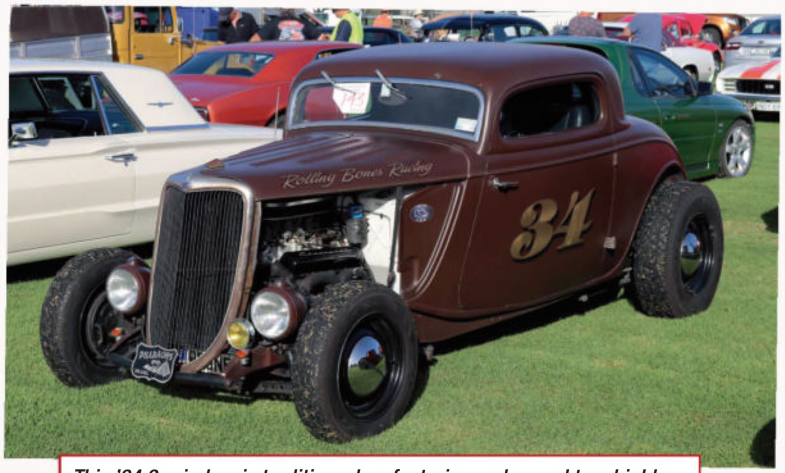
CYCLONES and unseasonal summer rain washed out access to Northland, resulting in two postponements for the annual Waipu Car and Bike Show. Undeterred, the organisers and sponsors pressed on, and on the day, 450 cars and 80 motorbikes rolled in through the gates to provide one of NZ's most diverse displays of automobiles. Approximately $20k was raised for charity and also for the spirits and mental health of the local community as they recovered from the weather bombs—a great summer's day cruise which is not to be missed for next year.



A stout 440 6bbl powers this '69 Plymouth Roadrunner.



Super rare '69 Camaro convertible pace car.



This '34 3-window is tradition-plus, featuring a chopped top, highboy stance, louvres, a tri-carb'd smallblock and steelies with baby Moons.

Ivan Jujnovich's '33 Ford 3-window coupe.

These 48 Chevs are catching on fast. This one's a Fleetmaster two-door sedan.

Kevin Pengelly fronted with his fresh '33 Ford 3-window coupe and won Best Hot Rod.

Hot rod diversity celebrated with a cool '30 Model A Tudor and a t-bucket featuring a blown big block Chev.

Greg Haliday's Mainstream 1988 International school bus made the journey up from Auckland.

Ron Cave's new 2022 Chevrolet Corvette was a sight to see. The mid-engined muscle car takes performance technology up to an entirely new level.

2009 Hurst Hemi Challenger is one of five with every option and features a 572hp 370ci Hemi under the hood.

Wayne Pascoe's freshly completed Deuce pickup with trailer.

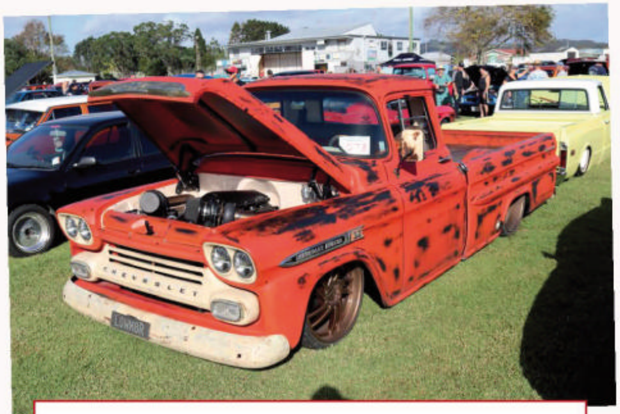
Superb restoration on this new NZ '55 Chev 150 sedan. Bel Air mouldings and chrome wheels give it a cosmetic lift!

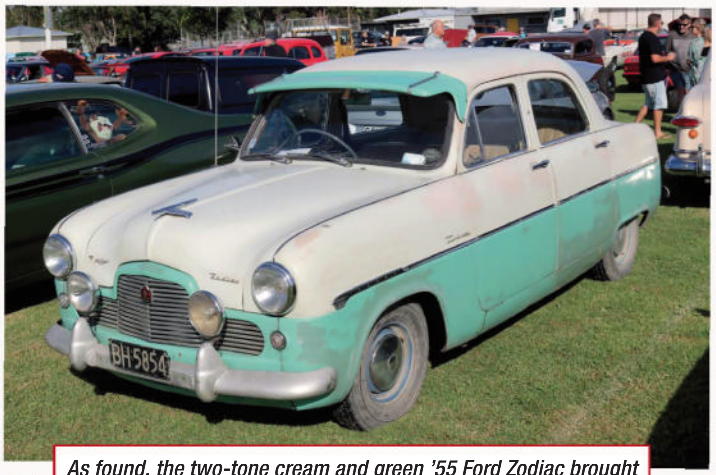
Top restoration on this slick '69 Ford Cobra Jet Mustang. It's a highly desirable muscle car.

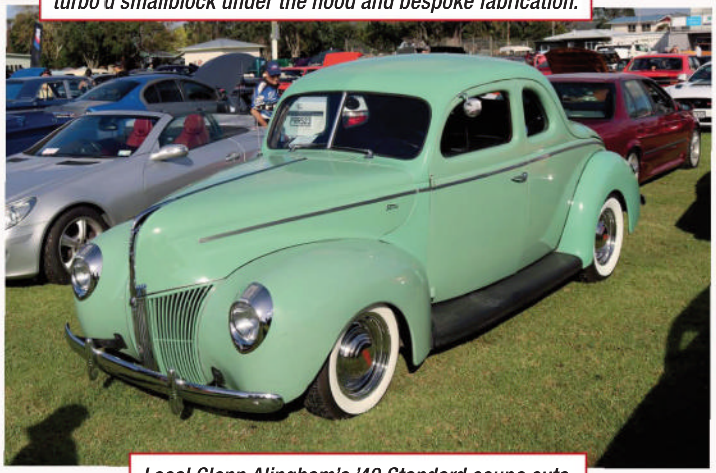
Great to see this '71 Plymouth Duster with the performance option of the 340ci V8. It was Plymouth's competitor to Chevrolet's SS Rallye 350ci Nova.

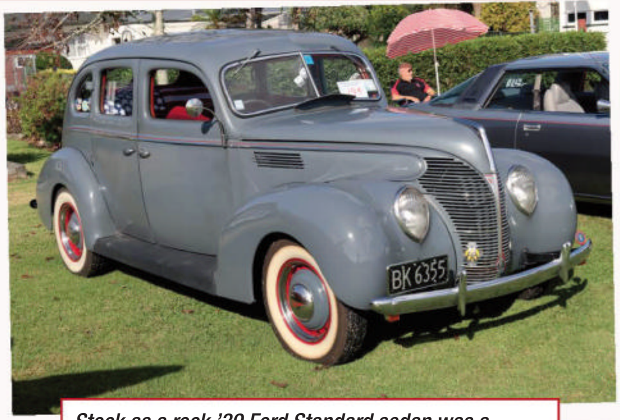
Hot rod colours gleam in the bright morning sun. The Candy Tangerine on the '46 Chev convertible pickup compliments the iridescent lime on the '27 T Roadster.

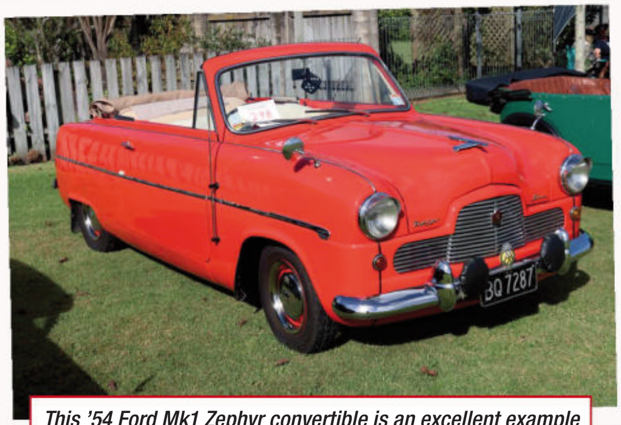
Slammed C10 featured an immaculate restoration and highly detailed stock smallblock under the hood.

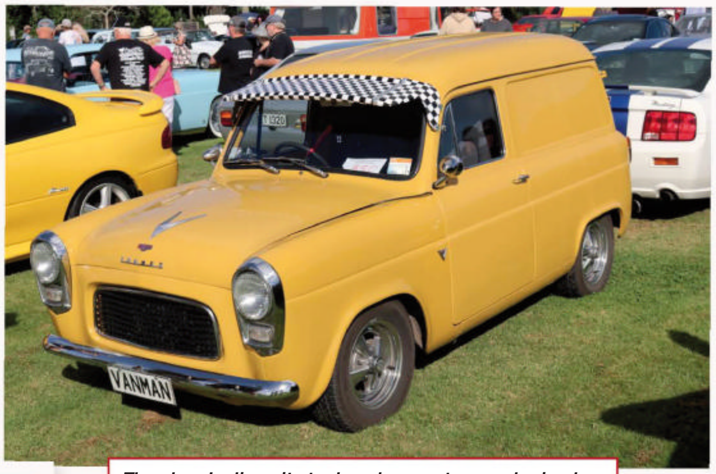

Patina'd '59 Chevrolet Apache featured an injected and twin turbo'd smallblock under the hood and bespoke fabrication.

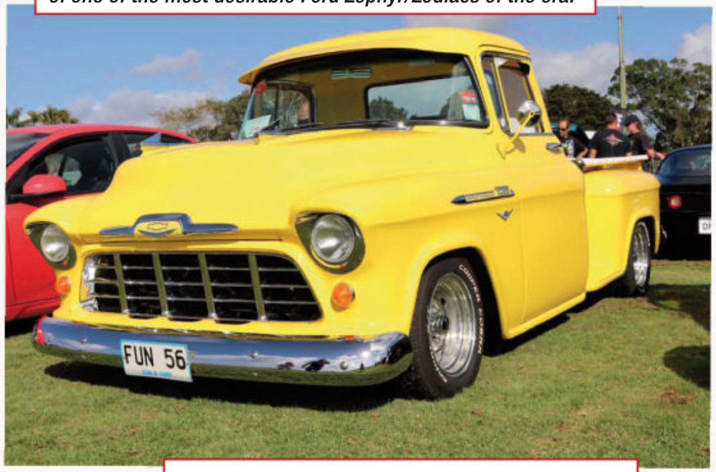

As found, the two-tone cream and green '55 Ford Zodiac brought back a flood of memories and took home the Best Stock award.

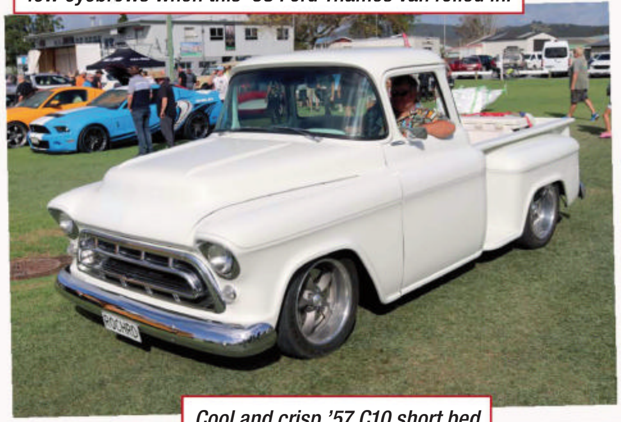

Local Glenn Alingham's '40 Standard coupe cuts a clean profile thanks to perfect rake and stance.

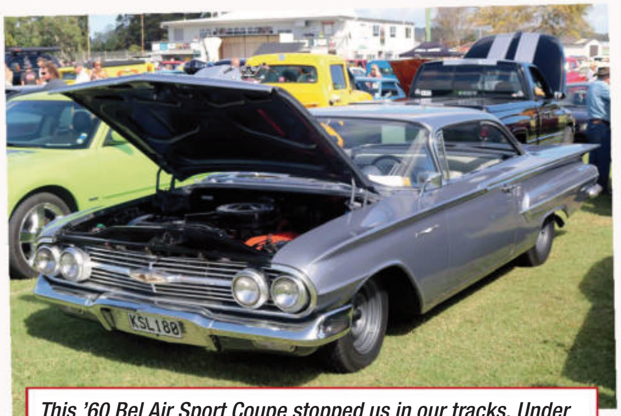

Stock as a rock '39 Ford Standard sedan was a welcome addition to the early Ford V8s in attendance.


This '54 Ford Mk1 Zephyr convertible is an excellent example of one of the most desirable Ford Zephyr/Zodiacs of the era.

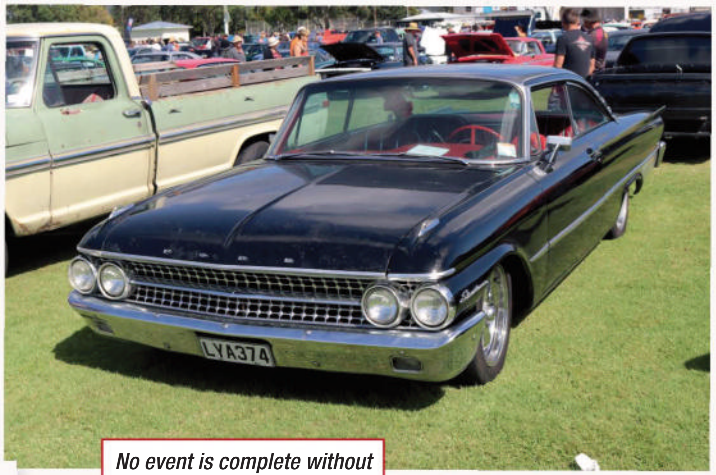

The show's diversity took a sharp upturn and raised a few eyebrows when this '58 Ford Thames van rolled in.


Sun, surf and fun are the underlying themes of this Yippee Yellow '56 Chev pickup street machine.

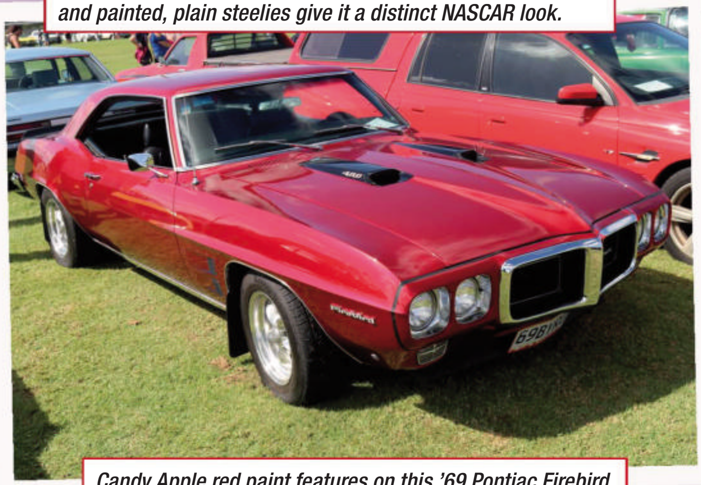

Cool and crisp '57 C10 short bed stepside in Appliance White.



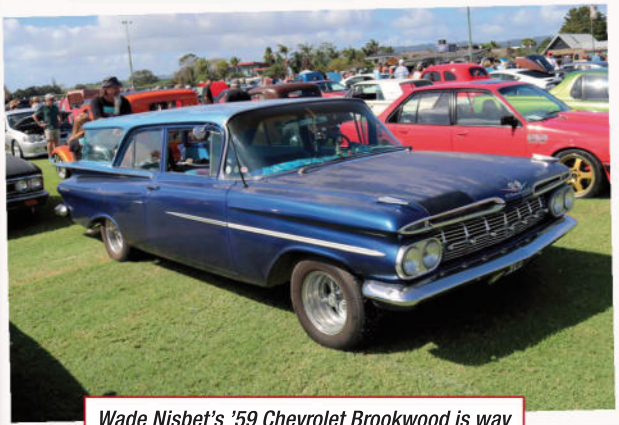
This '60 Bel Air Sport Coupe stopped us in our tracks. Under the hood is a 348 W engine, while the standard Bel Air interior and painted, plain steelies give it a distinct NASCAR look.



No event is complete without adding a '61 Ford Starliner.



Candy Apple red paint features on this '69 Pontiac Firebird.



Wade Nisbet's '59 Chevrolet Brookwood is way cooler than any plus-sized domestic appliance.

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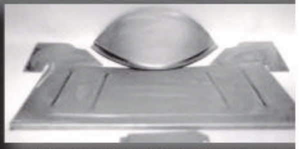

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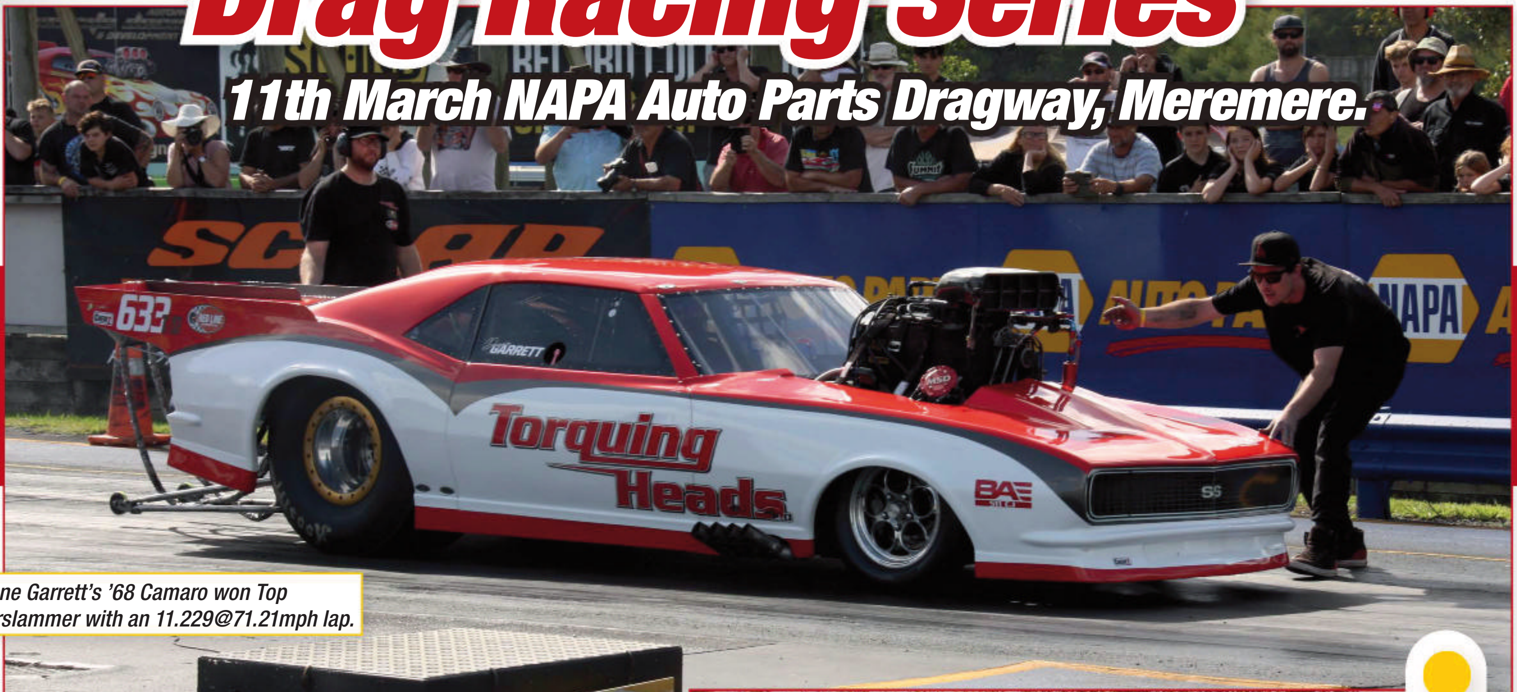
Finals of the National Drag Racing Series

11th March NAPA Auto Parts Dragway, Meremere.



Dwane Garrett's '68 Camaro won Top Doorslammer with an 11.229@71.21mph lap.

Photos by Spook
Results by Mike Ashton

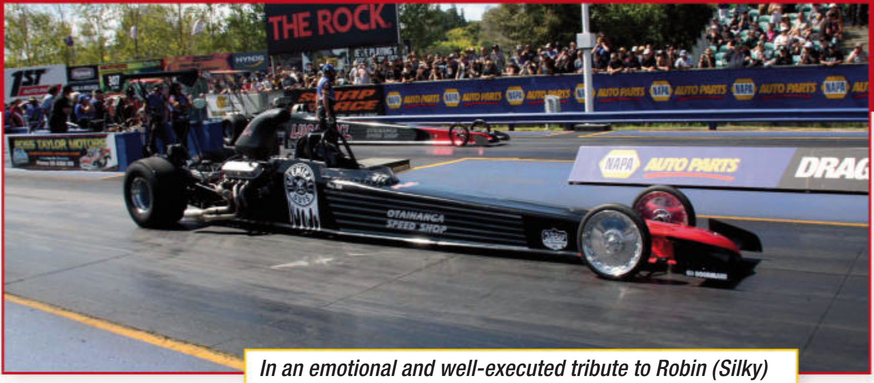
A FINE sunny day greeted 135 entries from near and far who lined up for the final round of the 2022/2023 National Drag Racing Series. A highlight of the meeting was witnessing Robin (Silky) Silk's final ride on the quarter mile. Cory and Tamara Silk ran side by side, then popped the chutes simultaneously through the traps releasing his ashes.

Doron Anderson won Top Street with an 8.466-159.63mph pass.

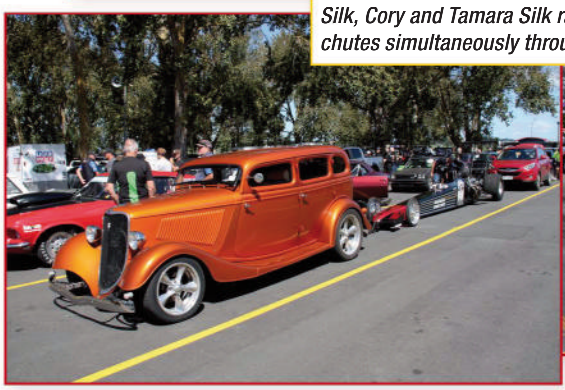
A breakout by Roy Bingley handed the win in Competition class to Stu Minchington (Christchurch) with a 7.813@167.72mph pass.

Shane Lodge won Top Alcohol with a 6.073@228.42 over runner-up Simon Fowke's 6.402@223.14.

Bill & Clinton Minchington took home the coveted Supercharged Outlaws award by going 6.681@191.78mph.



In an emotional and well-executed tribute to Robin (Silky) Silk, Cory and Tamara Silk ran side by side, then popped the chutes simultaneously through the traps releasing his ashes.



RESULTS

Top Alcohol		
Shane Lodge	6.073	228.42
Simon Fowke	6.402	223.14
C1 - Top Doorslammer		
Dwane Garrett	11.229	71.21
Adam Prestney/Jeff Dobson	Did Not Fire	
C2 - Competition		
Roy Bingley	7.847	171.9
Stu Minchington	7.813	167.72
C3 - Modified		
Jason Dolores	8.585	141.89
Chris O'Connor	10.795	111.13
C4 - Supercharged Outlaws		
Bill & Clinton Minchington	6.681	191.78
Ana Paterson		
C7 - Top Street		
Doron Anderson	8.466	159.63
Ben Cox	8.285	130.3o
C8 - Super Street		
Ian Prisk	13.175	104.46
Warren Mahy	14.401	94.89
C9 - Competition Bike		
Drew Gilbert	8.811	145.88
Mark James	8.479	159.99
C10 - Super Sedan		
Justin Weir	10.928	126.67
Stephen Howe	10.63	127.33
C11 - Screamin' Eagle		
Geoff Bond	12.029	108.33
Jason Oliver	13.203	97.76
C12 - Junior Dragster		
Carlos Harvey	9.15	71.22
Dylan Hart-Scott	8.166	77.97
C13 - Modified Bike		
David Hoeta	10.470	135.39
Brett Nicol	10.499	129.89

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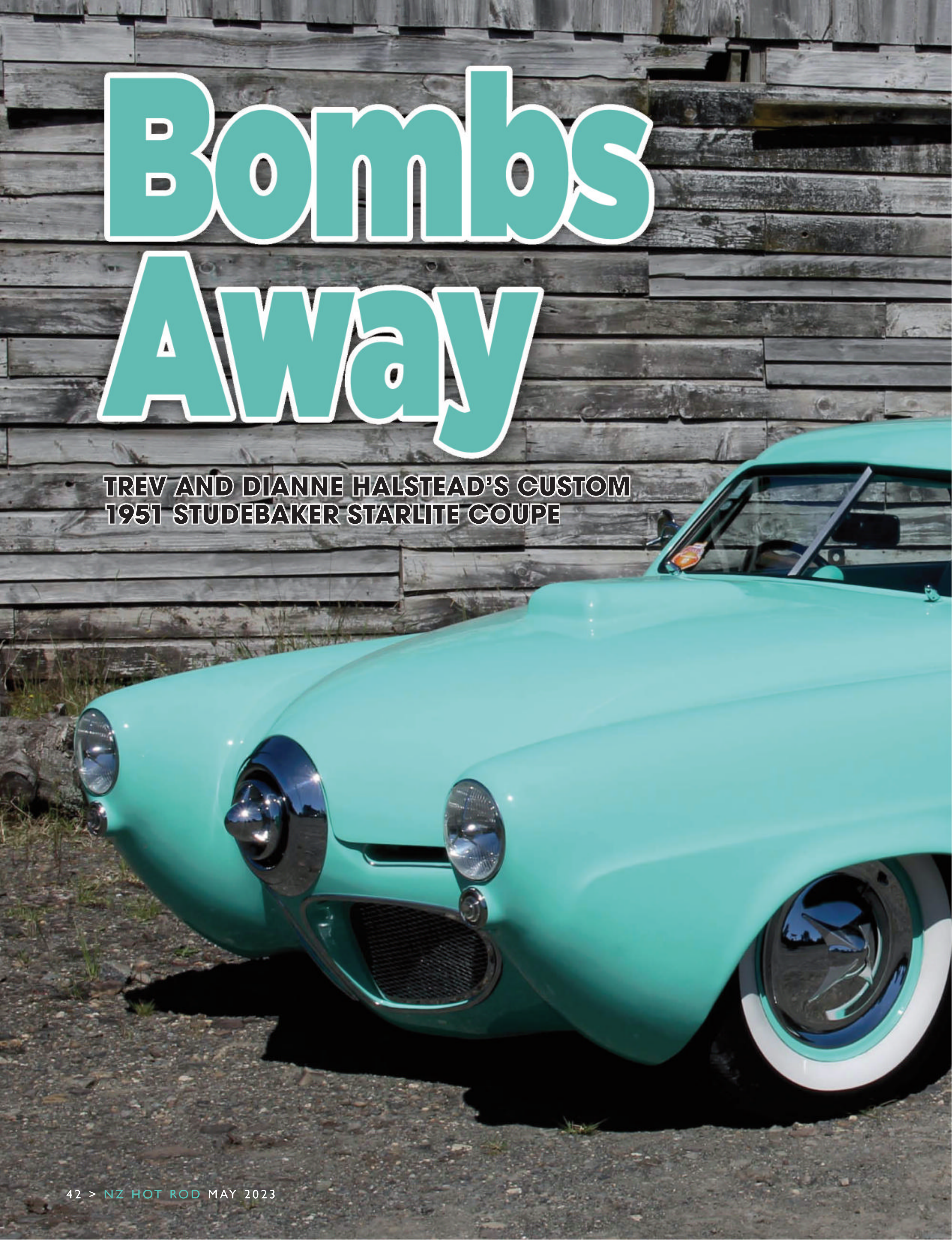
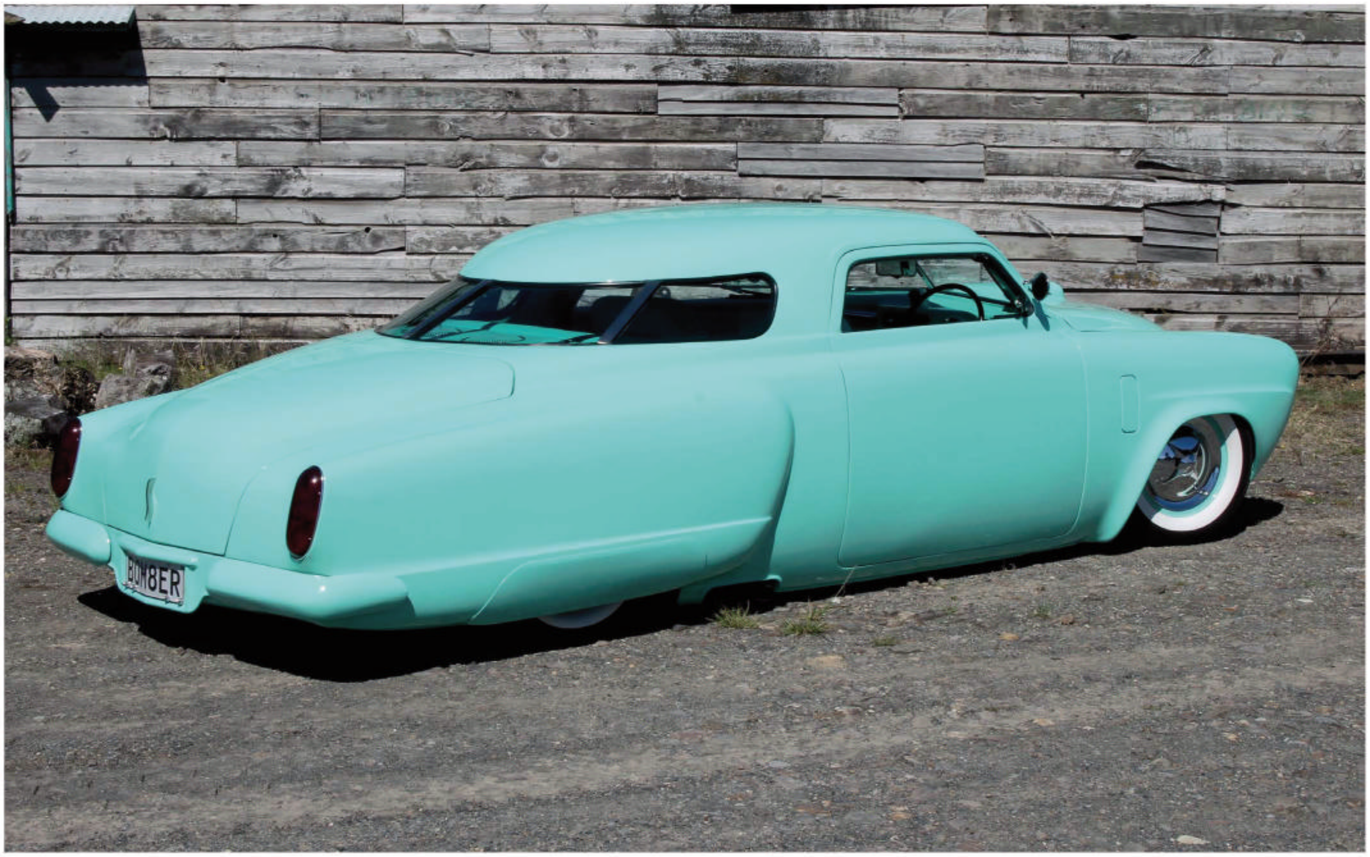
Bombs Away

TREV AND DIANNE HALSTEAD'S CUSTOM 1951 STUDEBAKER STARLITE COUPE





Photos and story by Craig Stare

I FIRST met Trev Halstead in the late sixties when he lived in Dunedin. In those days, most rodders' cars were normally Fords or Chevs, and the Mopars were almost classed as oddballs. Then along came Trev, and his interest lay deeply with Studebakers. In those days, I don't think many people took him too seriously, as he was undoubtedly in the minority, but over the years, things certainly changed.

Having always had a bit of a zany sense of humour, at an early Tornados Rod Run, around 1979, I cut out a giant cardboard propeller and attached it to a certain flamed 1951 Studebaker Champion, as these were affectionately known as "bombers". I just made it look more realistic! But, thinking back, I am unsure if he saw the funny side of it as intended.

Ironically this first build was a 1951 Studebaker Champion and was featured in NZ Hot Rod magazine's November 1979 issue. It was also a pinup feature which was a pretty big deal in 1979. After many more top Studebaker builds nearly 45 years on, the latest build is also a radical custom 1951 Studebaker, but this time a Starlite coupe. Over the years, Trev certainly made a name for himself and helped keep the Studebaker brand alive and also remarkable is the fact all of these cars are virtually all put together utilising "Studey" genuine parts. Trev explains, "The concept of this car was to build a traditional custom with as much Studebaker content as possible."

He is more than a hot rod builder; I also class him as an artist.

Trev has a real passion for cars like no other. That first car was involved in an accident, and this Starlite coupe was actually imported for spare parts to fix the crashed one. Upon arrival, it quickly became apparent what would end up happening to the parts car because it was too good to cannibalise for parts. A couple of his previous builds have ended up in the Beach Hop Top 5, and this one was awarded the same honour two years in a row.

I think our man can also be compared to a one-man band - a

Studebaker

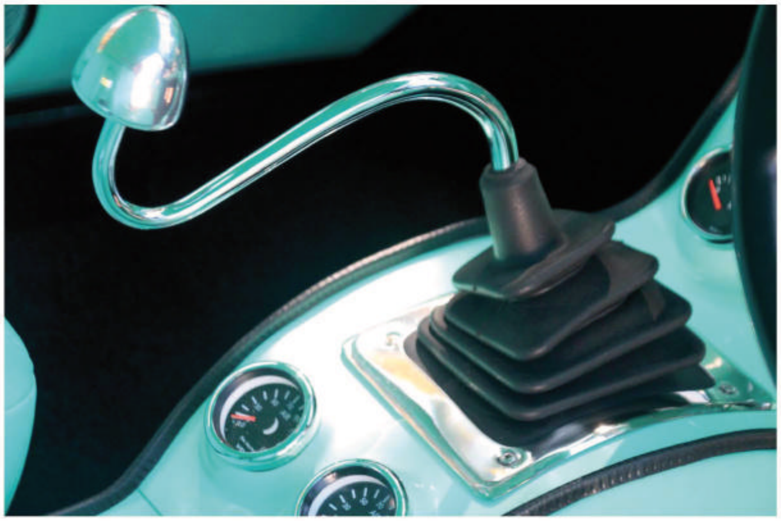
AWARDS

- All USA Day Mt Maunganui 2022 - won People's Choice plus Best Hot Rod Modified
- Beach Hop 2022 - Thames Best Car, Best NZHRA vehicle and Top 5 car
- Worlds First Hot Rod Show 2023 - Best Other, Best Street Machine
- Kumeu Classic Car and Hot Rod Festival 2023 - Best Other, Best Presentation, 2nd People's Choice
- Te Aroha Twilight Night 2023 - Best Custom
- Beach Hop 2023 - Waihi Best Classic Car, Best NZHRA Vehicle and Top 5 car

Studebaker

musician who can play all instruments perfectly. Trev seems to have taught himself everything and to a high level. He makes it, cuts it, welds it, trims it and paints it! Somehow, he even finds time to run a restoration shop for others. Everything is created in a very active mind, and with his hands creates the actual vehicle. There is no real plan. It's a talent that very few have. The Starlite coupe debuted only days before November's Beach Hop. There have been very few Starlite coupes built right in the world, and this is one of the best and deserves all the accolades it gets.

It was also great to see Trev and his young grandson Jesse at the Beach Hop show day, creating memories and enjoying great times together...magic. Well, he is a magician, after all.



Features and Specifications

OWNER/S: Trev and Dianne Halstead
YEAR & MAKE: 1951 Studebaker
MODEL: Starlite Coupe
BODY MODIFICATIONS: The iconic front panel is from a 1950 Studebaker Champion with all the original bumper holes welded in. The original grille has a chrome mesh facia added with an extra chrome surround. The bullet centre is a fully chromed 1951 Champion with a specially cast in bronze centre piece. The roof is chopped 4-1/2" at the front and 3-1/2" at the back. The centre of the roof front has been peaked to accommodate a split front windscreen. The roof gutters have been removed, and the window surrounds enlarged to fill the extra gaps. The rear screens are custom-made acrylic. A custom flat firewall was made and installed while the floor was cut out, channelled 3" and welded back in. Rocker panels have been boxed in on the inside to strengthen the side of the floor area. A fabricated transmission cover and driveshaft tunnel are incorporated into the floor, with an all-steel console housing the instruments. The dash panel upper section and glove box originated from a 1947 Champion and has custom-made instrument pods angled to face the driver. The rear fenders are moulded to the body, and rear wheel spats made. The front fenders are welded to the body; they are also rounded at the front and have the wheel arches widened. The inner front fenders are fabricated from scratch and are removable to expose the front suspension. The hood has radiused corners with the front extended 1-1/4" over the front panel to compensate for the removal of some original chrome. A custom-made power bulge was fabricated to clear the air filters. The petrol filler cap relocated to the trunk. The trunk lid has been shaved, and custom lower rear panels and number plate surround fabricated. The doors have had the corners radiused and all chrome removed. Door handles have been shaved and are operated by remote door openers with electric actuators.
CHASSIS: The original chassis has been completely refurbished with gusseted and radiused corners on all crossmembers. The front crossmember has had a z cut lowering the chassis front 3-1/2". All chassis members have been boxed. The top hat section chassis has had a 2mm plate welded continuously on the underside for extra strength and appearance. All chassis accessories and brackets etc., are fabricated from polished stainless steel or polished and HPC ceramic coated.
ENGINE: 1961 259ci Studebaker V8
ENGINE MODIFICATIONS: The 259ci block was bored and stroked to 299ci.
Crankshaft is a forged 289 stroker. Pistons are 3-9/16 +.060 hyper-eutectics. The block and heads were smoothed, finished and painted in 2K to match the car. Heads have stainless steel valves and heavy-duty springs. Camshaft is a factory performance R1grind driven by an alloy timing gear. Cam followers are solid. Exhaust manifolds are Avanti R2 cast headers polished and HPC coated. The inlet manifold is an Edmunds 2x2 custom manifold with dual Stromberg W/W carbs and mini air filters to clear the hood. Distributor is a stock Studebaker with an MSD Street Fire CDI box. Avanti motor mounts are used for a lower profile. All brackets and hardware are stainless steel fabricated.
EXHAUST SYSTEM: Hand-made 2" stainless steel header system which goes into a pair of 3" stainless lake pipe resonators finished off with triple 2" outlets each side.
TRANSMISSION: A late model Studebaker Borg-Warner T86 3-speed with a .7 overdrive on second and top gears and a custom-made shifter. The clutch is a 10" heavy-duty Studebaker item.
REAR END: A narrowed Studebaker Dana 44 diff with 3.31 gears.
STEERING: The steering box is a 1965 Studebaker Cruiser linked by a hybrid Jaguar-Toyota cross to a Yarris electric power assist steering unit. Steering wheel started life as an HQ Holden with a custom-made centre and a '56 Studebaker horn button.
FRONT SUSPENSION: Front suspension is stock Studebaker with AVS-controlled airbag suspension spaced by a 6" turret. Shock absorbers are externally mounted.
REAR SUSPENSION: Rear suspension is a custom-fabricated 4-bar system
BRAKES: FRONT: Front disc brakes are H.Q. Holden callipers and Falcon rotors
REAR: Rear brakes are standard drums.
SYSTEM: VH44 inline brake booster and stock master cylinder. Parking brake lever is a Ford Escort.
WHEELS / TYRES: All four wheels are steel 15"x6" Studebaker Hawk with 215x75x15" wide whitewall tyres. The hub caps are custom designed based on 15" Moon caps.
WIRING: A rare 1950s Yankee 960 indicator switch is fitted to the custom stainless-steel steering column. A 12-volt system with modern relays is mounted in the console and dash panel. This includes air suspension controls and trunk opener. All electrical parts, including the wiper motor, heater, ignition coil, relays, fuses, MSD ignition unit, electrical power assist steering unit and controls, are inside the firewall and dashboard. The remote receiver is mounted in the left door post.
PAINT: The colour is a custom mix called Starlite Tea - all paint and prep by owner.
INTERIOR: The custom interior uses a custom steel console and dashboard from a 1947 Champion. Armrests are fabricated to compliment the custom stainless-steel mouldings, as are the speaker mesh, surrounds and hand-made stainless buttons. Each door handle was ground out of round bar. Front bucket seats started life in an old Honda. Rear seat is the original Studebaker but has been split into two sections to straddle the console. New door cards and panels were made from Palite. The Interior was stitched by Greg Mather at Midnight Upholstery. Light switches have hand-made alloy bullet knobs, as does the gear shifter, which is in the shape of the Studebaker lazy S.
INSTRUMENTS: Smiths speedo and rev counter from an XJ12 Jag were pod mounted to face the driver, as were the VDO gauges for vacuum, volts, fuel, oil pressure, temp and two air pressure gauges for the airbag suspension. Smiths analog clock.
CLUB: Te Awamutu R&CC and the Studebaker Drivers Club.
TIME TO BUILD: Owner-built with 4000 hours over 3-1/2 years
THANKS: To Eric Carter, George Panfilow, Greg Knight, Greg Mather, Peter Dellaway, Glen Odlum, Gary Hooker, Jamie Hazlitt, my wife Di, Tash and Jesse; without their help, the build may never have been completed.

Streetscene Rod & Custom Club

40th Anniversary

Streetscene Club in 1984, new kids in town, with their '52 Ford club bus running 351, FMX trans and 2-speed Eaton rear.

Report and photos by John Eva

WHEN Streetscene Rod & Custom Club began in 1982, they didn't just cater to one specific, but rather, anyone interested in rodding, drag racing, modified street cars or just rare oddball stuff. They've been through various phases, including some serious drag racing. Back in the late eighties and nineties, if it hadn't been for Streetscene Club, Ruapuna Drag meetings would've been much less patronised, particularly in the street classes.

In 2005, Streetscenes' clubhouse opened in Brooklands, just northeast of Christchurch, in a converted scout den, with the grand opening ribbon cut by 'celeb' Maude Fairbairn. However, a few short years later, the Scouts' Association wanted their land back, so Streetscene moved to their current location in Mairehau, opposite the high school. It's a great little hut that resembles a barracks in Hogan's Heroes, with a Gonk-applied mural on the corrugated iron cladding for all passers-by to see.

It was in these cosy clubrooms that Streetscenes' 40th Anniversary kicked off on Friday, 10 March, with a brilliant continuous supper, cheap drinks and great company. The chief organiser for the weekend was club member Quanetta Wakelin and her team of helpers.

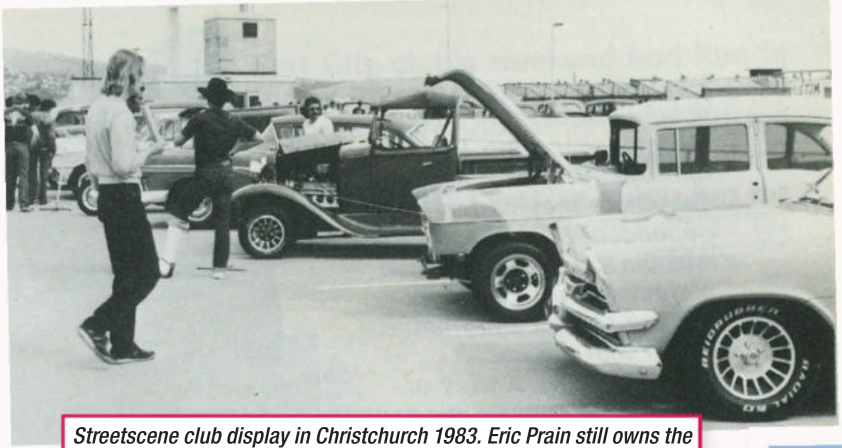
Event sponsor The Highway Inn hosted Saturday's brunch and car show, where Kris Cortesi, proprietor of The Highway Inn, made her pick for favourite car. Just after midday, a rod run headed to Rangiora to visit Daniel Smith's amazing car collection, some of which are shown here.

Everyone was back at The Highway Inn by 5 pm for prize-giving, followed by a catered meal, a relaxed evening of socialising, more continuous snacks and a special Streetscene 40th birthday cake. Some even booked rooms or nearby campsites to negate the need to drive home. The Sunday morning breakfast preceded farewells for travelling entrants, and it was generally agreed that everyone had a blast and probably won't need to eat for a few days!

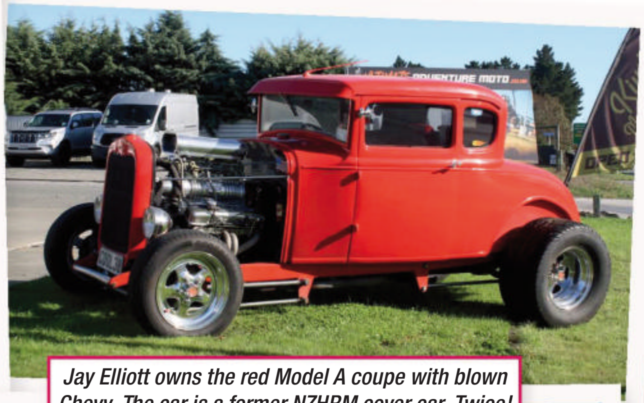
Streetscene in 2005, at their short-lived Brooklands HQ.

STREET SCENE
ROD & CUSTOM CLUB
EST. 1982

In 2017, at their current Mairehau clubrooms, with signage by Gonk.



Streetscene club display in Christchurch 1983. Eric Prain still owns the Model A roadster pickup. The diverse line-up is still the case today.



Jay Elliott owns the red Model A coupe with blown Chevy. The car is a former NZHRM cover car. Twice!

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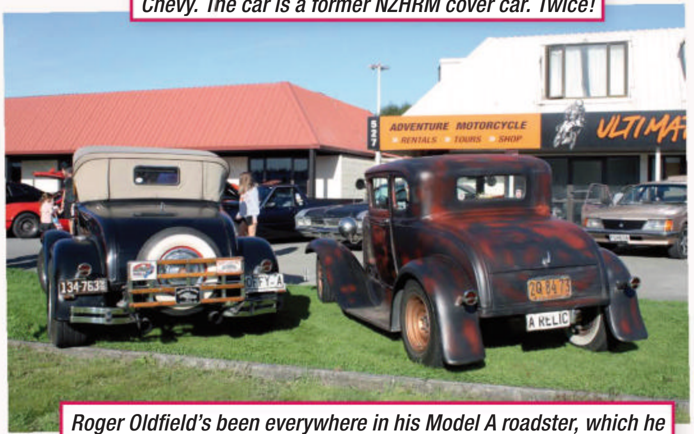
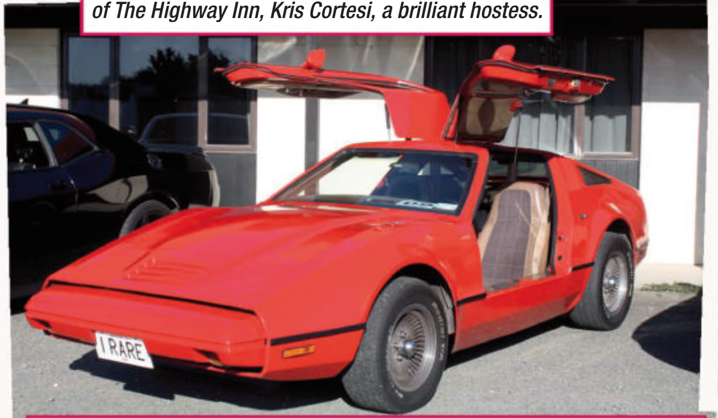
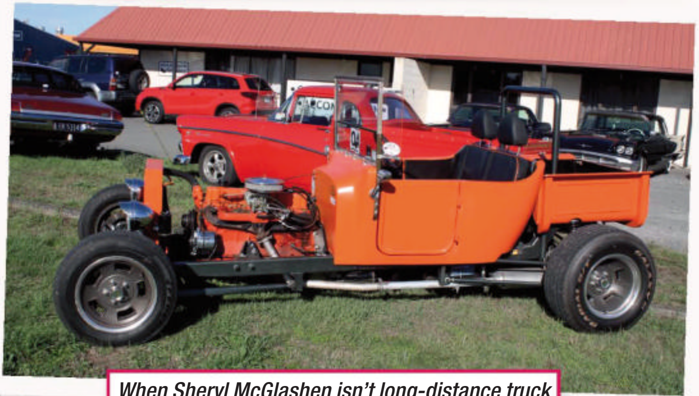
Streetscene President Steve Hill with the proprietor of The Highway Inn, Kris Cortesi, a brilliant hostess.



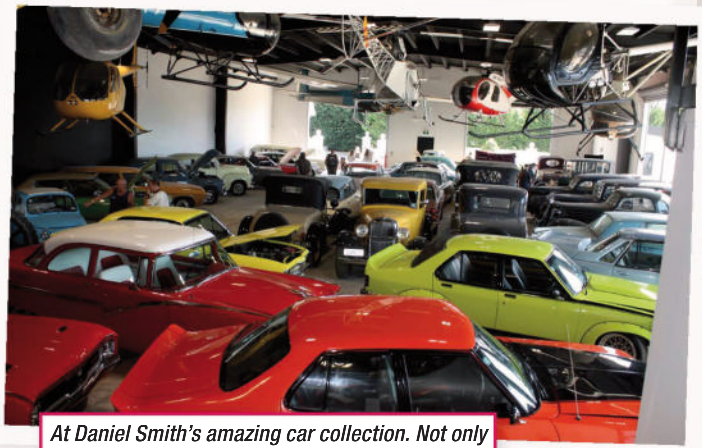
Roger Oldfield's been everywhere in his Model A roadster, which he bought in 1963. Son Shane Oldfield owns the rustic Model A coupe.



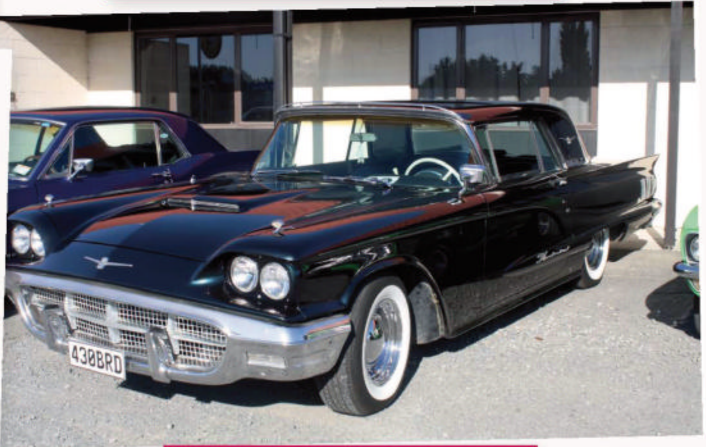
No, it's not a DeLorean. Streetscene member Paul Stead owns this '75 Bricklin, made in Canada in '74/'75, with a 351 Ford V8 and gullwing doors. Only 2897 were built. Paul's one is #2709. Rare, weird and interesting!



When Sheryl McGlashen isn't long-distance truck driving, she relaxes in her Holden 6-powered '23 T-bucket, with opening doors, no less!



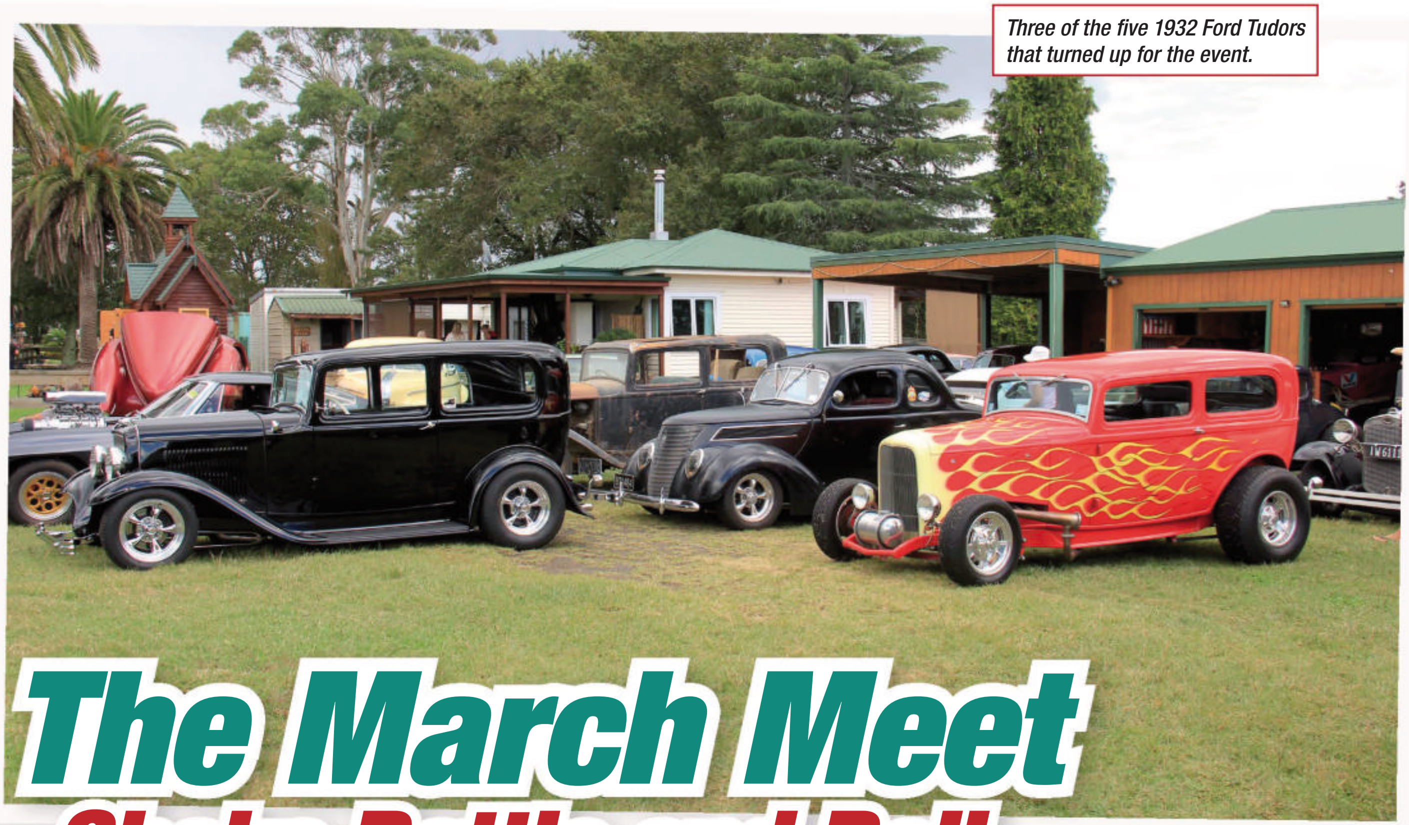
At Daniel Smith's amazing car collection. Not only cars but helicopters were hanging off the ceiling.



Bo and Julie Subritzky's '60 T-bird looks fabulous with chromies and whitewalls.

Awards:

Public Choice: *Jo Ealam, Viva.* | ***Publican's Choice:*** *Tony Van Herp, '67 Mustang.* | ***Long distance:*** *Teena Robinson, Timaru.*



Three of the five 1932 Ford Tudors that turned up for the event.

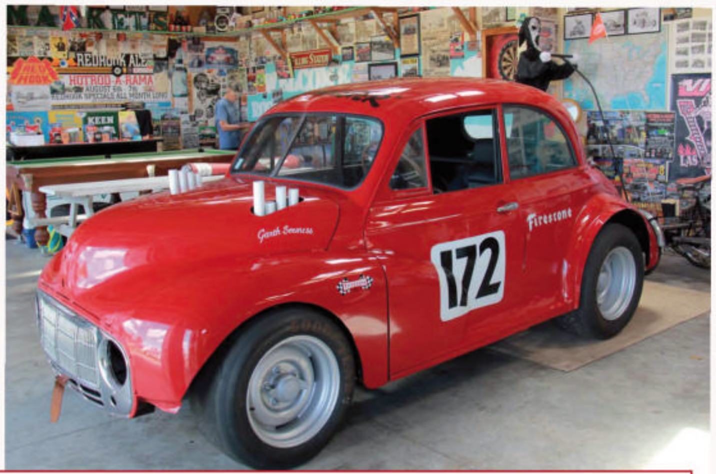
The March Meet

Shake Rattle and Roll

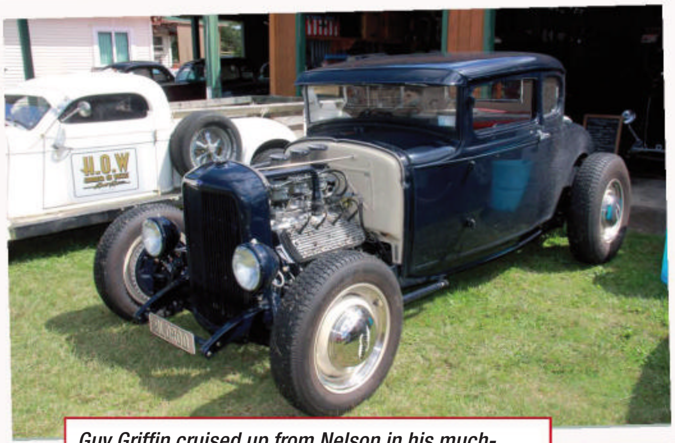
Report by Bruce Taylor Photos by Bruce Taylor, Bill Lemon and Greg Stokes

THE 2023 March Meet will be remembered for a series of strong earthquakes that certainly rattled those who had never experienced an earthquake before. This event just seems to keep growing, and my estimates were no less than 500 people there by early Saturday evening. As always, you will see cars here that you won't see anywhere else, and the work-in-progress cars are always good to see. In fact, March Meet actually motivates a lot of people to get their car there. The concrete drive where Squeak actually encourages people to lay rubber on tends to sort the men from the boys. The surface has a lot of "bite" and requires a reasonable amount of horsepower to smoke the tyres. Great for lifting the front wheels. This year the Retro Rockers Nostalgic Chopper Club attended with a variety of bikes which was great to see, given that most hot rodders have owned at least one motorcycle in their lifetime. But it is catching up with people that most enjoy, and you never know who might turn up. There always seem to be visitors from the other island or countries beyond. The fliers state that the party starts early and doesn't end. Pub night was Thursday night, and when I exited at midday Sunday, there were probably more thirsty all-night stayers still socialising than last year. Squeak and Janet thank everyone for coming and for the donations towards the entertainment and clean-up fund. A special thanks to those who arrived with the appropriate car or bike, as it's the hot rods and cool cars that make the show. They look forward to seeing you all next year on March 16th 2024.

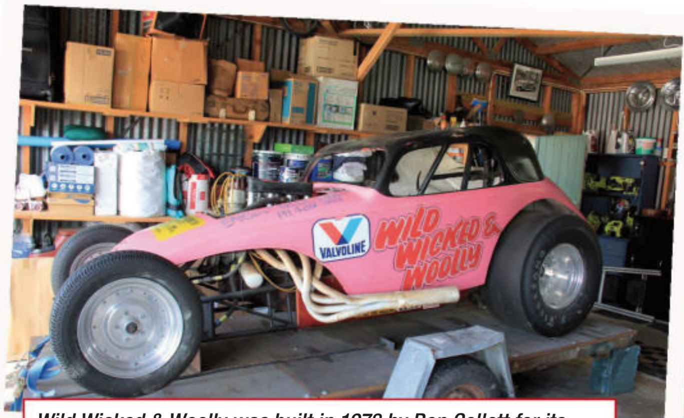
Cruisin' off to the Matata pub for Saturday lunch.



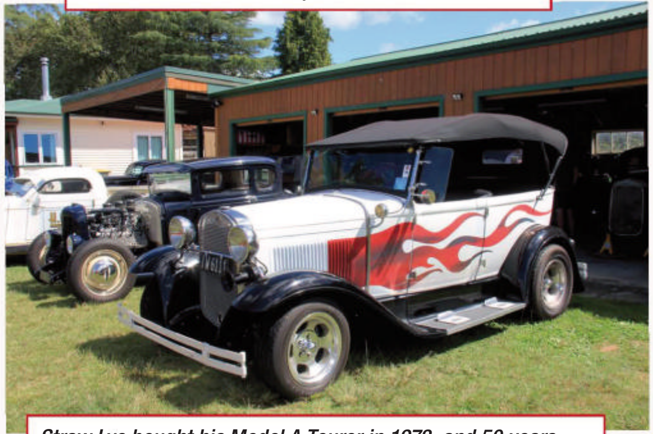
How cool is the Garth Souness tribute car in the flesh? Mark and Greg Stokes have done incredible research to recreate NZ's iconic All Comers saloon. The early '50s Morris Minor body sits on a 1955 Ferrari GP chassis with 327ci Corvette power.



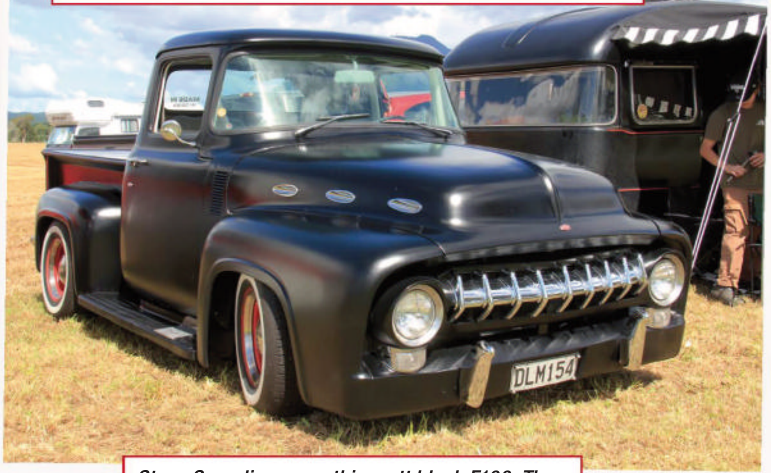
Guy Griffin cruised up from Nelson in his much-travelled '31 Model A Coupe with a tri-carb flathead.



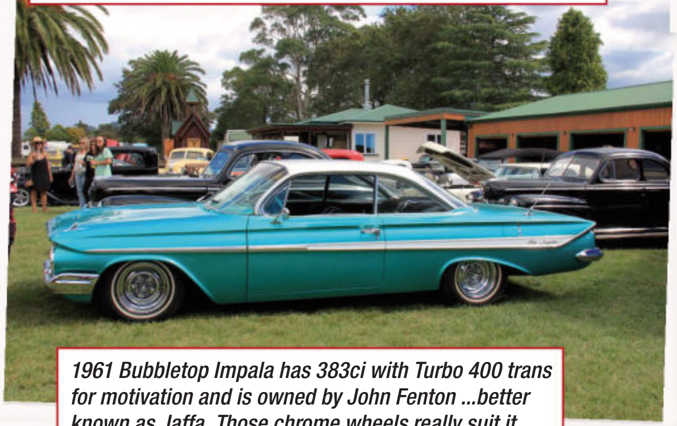
Wild Wicked & Woolly was built in 1978 by Ron Collett for its current and only owner Ratt. Barry Livermore altered the body by lengthening it and adding a roof to resemble a Funny Car. The methanol-injected 302 Ford ran 9 seconds at 130mph, and as a matter of interest, the diff came out of Graham Berry's Soap rail.



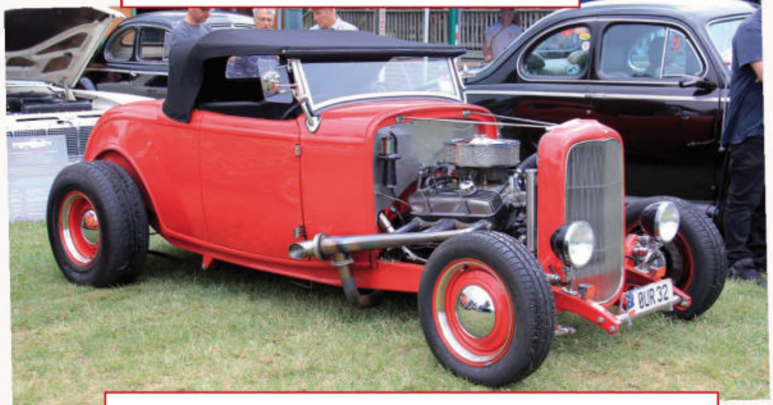
Straw Lye bought his Model A Tourer in 1973, and 50 years later, he drove it to March Meet. In the meantime, it was pulled apart in 1985, and the slow rebuild process took until 2022.



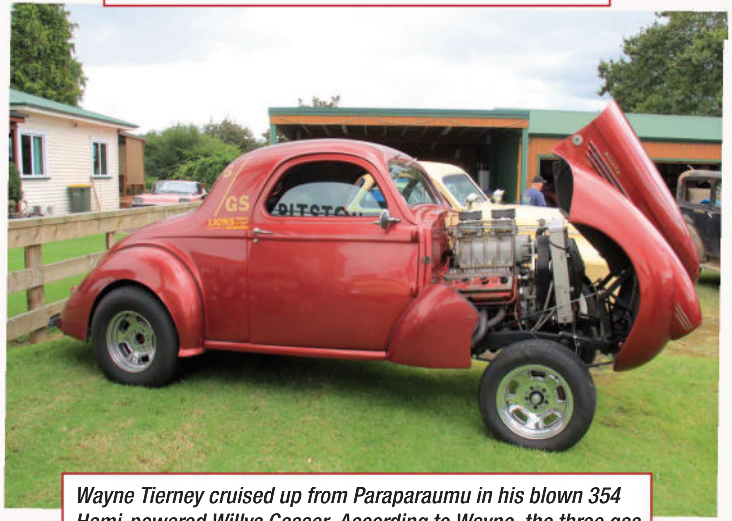
Steve Cornelius owns this matt black F100. The grille is a 1953 Chev item with a few extra teeth].



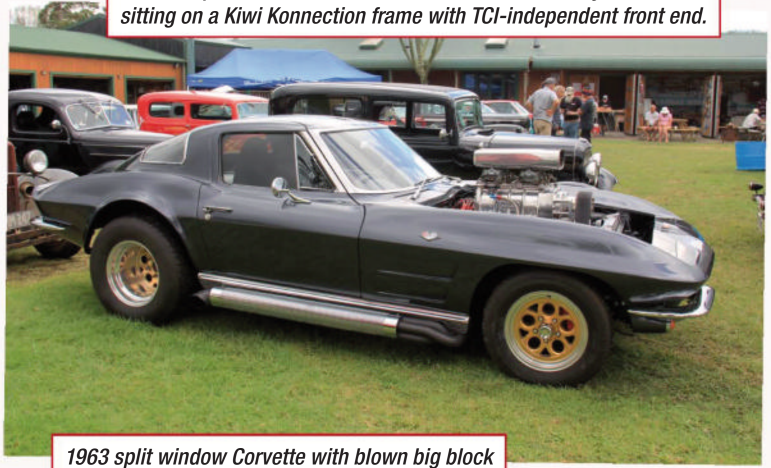
1961 Bubbletop Impala has 383ci with Turbo 400 trans for motivation and is owned by John Fenton ...better known as Jaffa. Those chrome wheels really suit it.



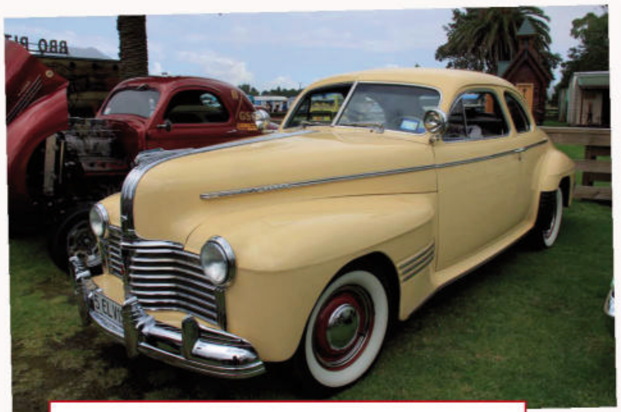
Colin Cooper home built this '32 Roadster over seven years. It is sitting on a Kiwi Konnection frame with TCI-independent front end.



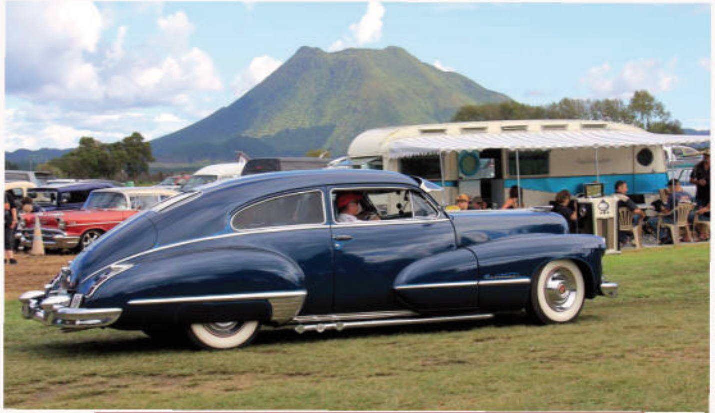
Wayne Tierney cruised up from Paraparaumu in his blown 354 Hemi-powered Willys Gasser. According to Wayne, the three gas stops and $320 of fuel just getting there was money well spent.



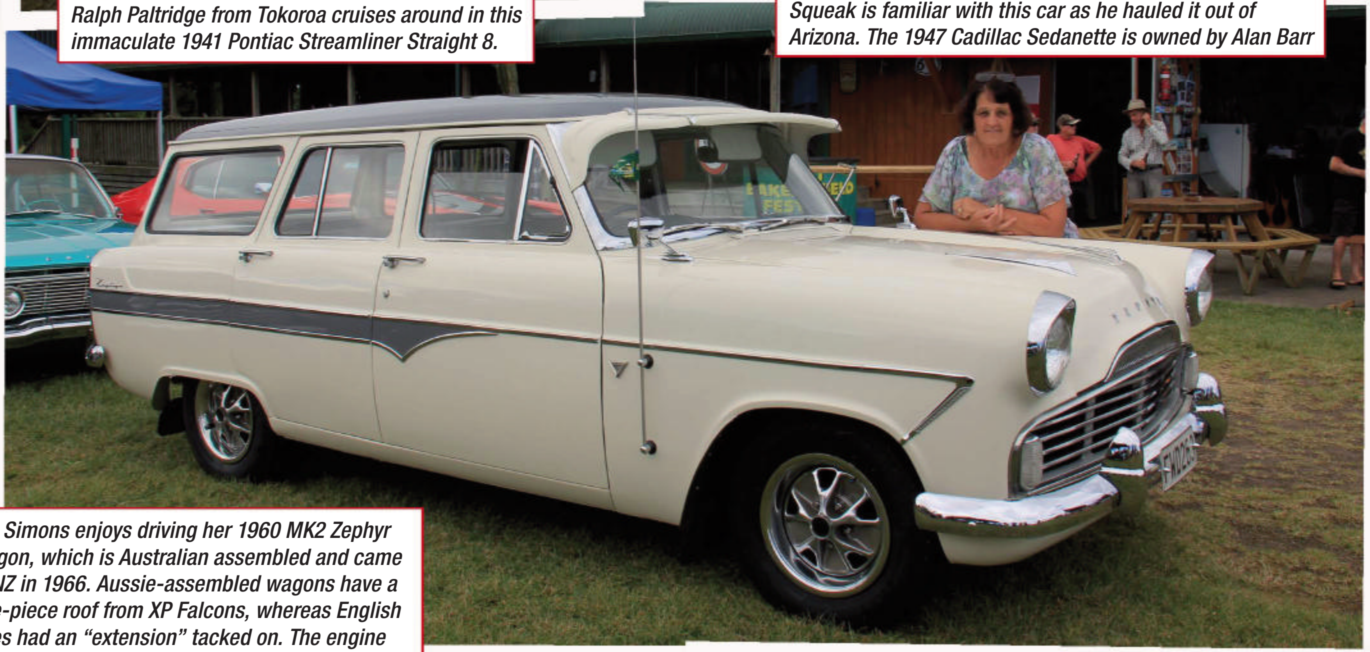
1963 split window Corvette with blown big block Chev is owned by Des Quaife from Tokoroa.



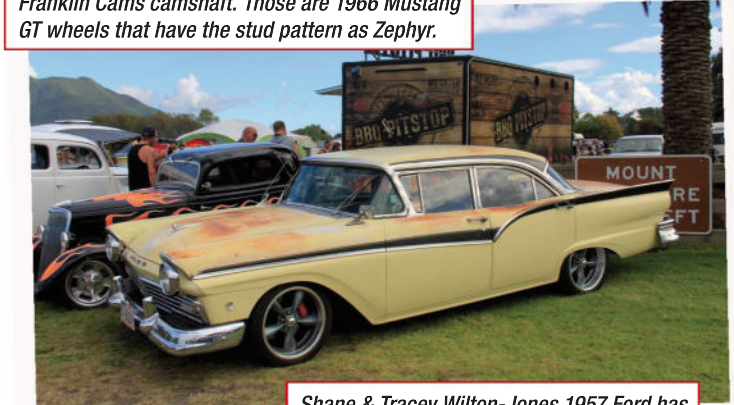
Ralph Paltridge from Tokoroa cruises around in this immaculate 1941 Pontiac Streamliner Straight 8.



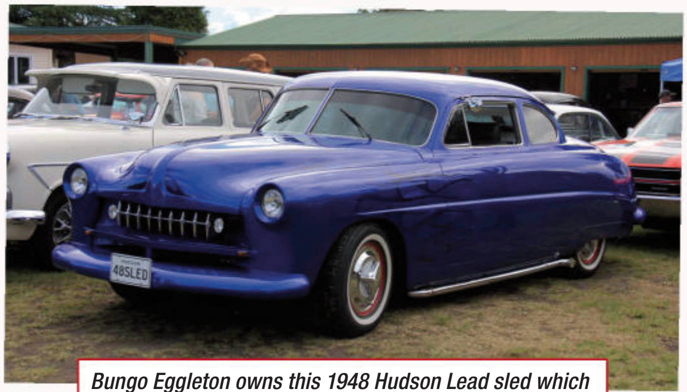
Squeak is familiar with this car as he hauled it out of Arizona. The 1947 Cadillac Sedanette is owned by Alan Barr



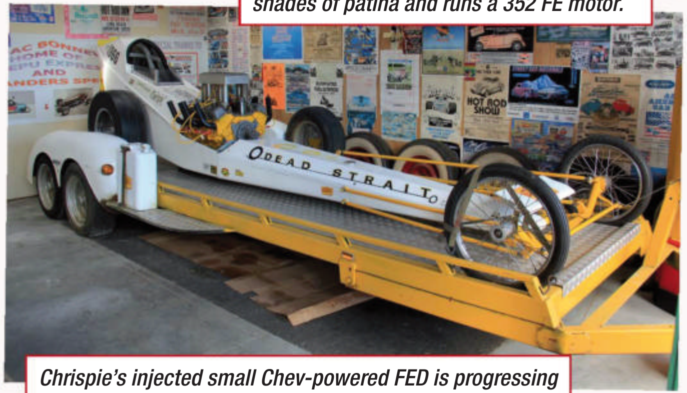
Lyn Simons enjoys driving her 1960 MK2 Zephyr Wagon, which is Australian assembled and came to NZ in 1966. Aussie-assembled wagons have a one-piece roof from XP Falcons, whereas English ones had an "extension" tacked on. The engine has Bedford pistons with MK3 conrods and a Franklin Cams camshaft. Those are 1966 Mustang GT wheels that have the stud pattern as Zephyr.



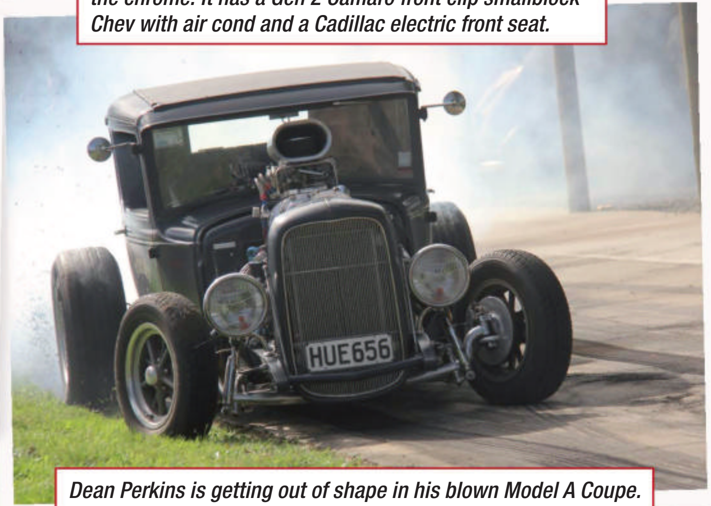
Shane & Tracey Wilton-Jones 1957 Ford has shades of patina and runs a 352 FE motor.



Bungo Eggleton owns this 1948 Hudson Lead sled which has "lost" its door handles, side mouldings and nearly all the chrome. It has a Gen 2 Camaro front clip smallblock Chev with air cond and a Cadillac electric front seat.

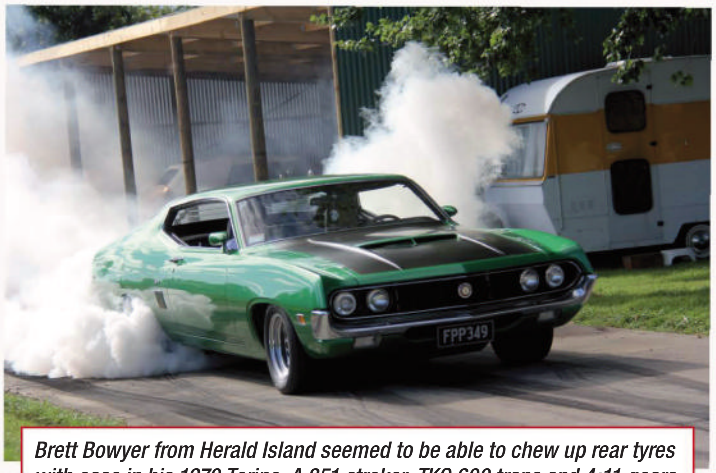


Chrispie's injected small Chev-powered FED is progressing well. Check out the cool tandem axle fenders on the trailer.



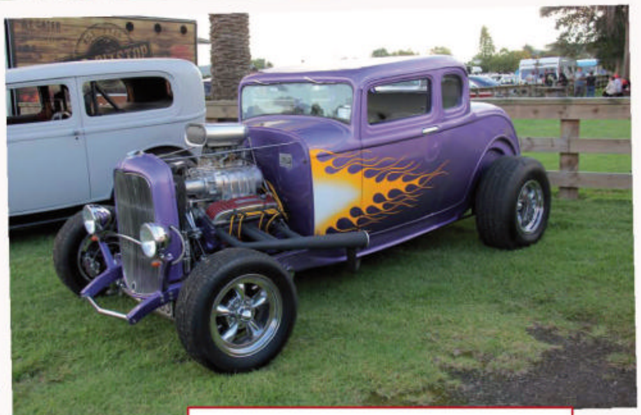
Dean Perkins is getting out of shape in his blown Model A Coupe.

A visitor from another country. Duane Jones from Bakersfield ventured out to March Meet to see what all the hype was about.



Brett Bowyer from Herald Island seemed to be able to chew up rear tyres with ease in his 1970 Torino. A 351 stroker, TKO 600 trans and 4:11 gears do the trick. Brett's motto is that only push bikes should have two pedals.

Scroungers. L-R: Kiwi Kevin Perry from Ventura California, Chris Piaggi, Colin Crook and Evan Johnstone.



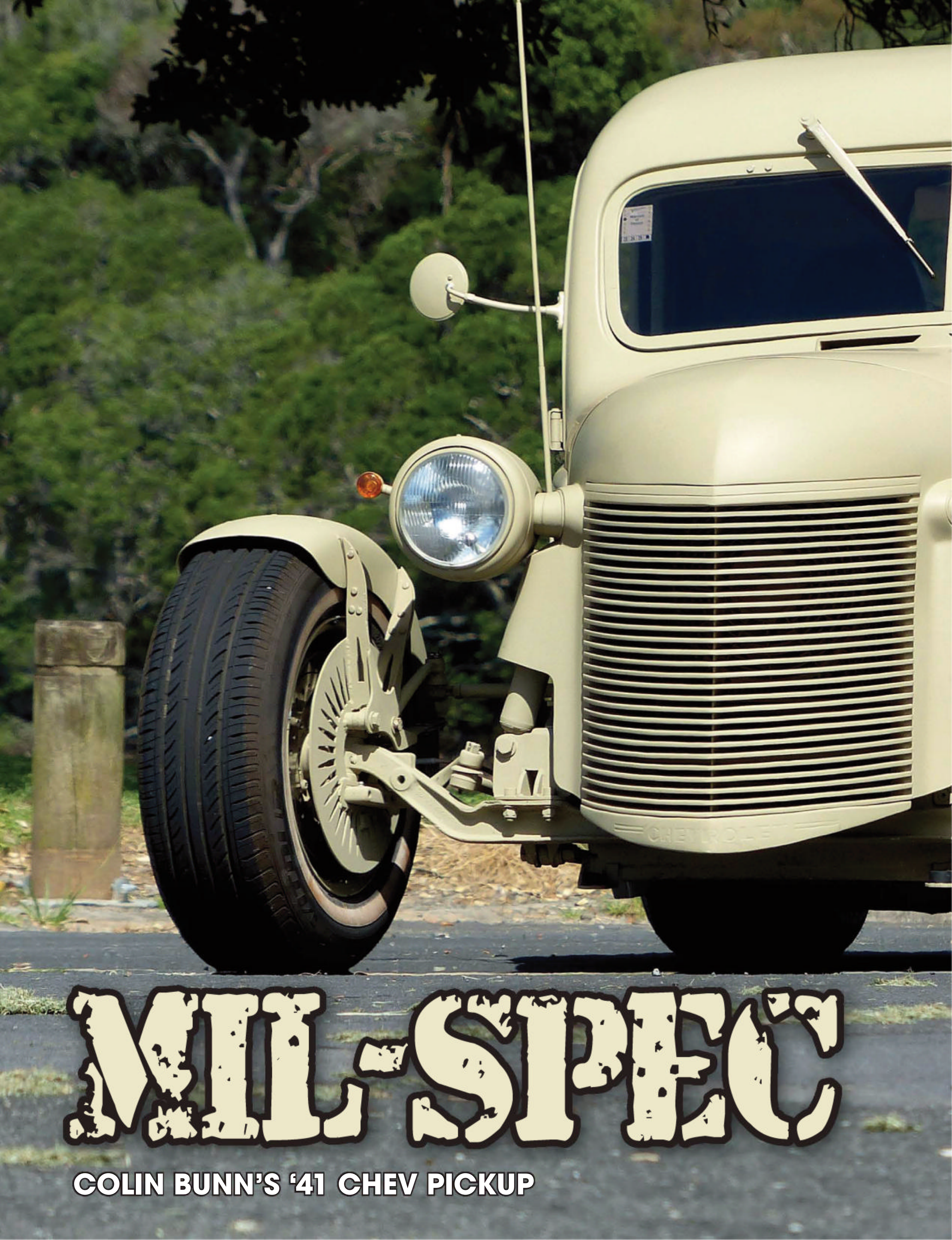
Sard has owned this '32 coupe for years.

CALIFORNIA
QUEE

Two hot rod legends, L-R, Craig Stare and John Reid. Photo by Bill Lemon.

Women of NZ hot rodding. L-R, Flick Reid, Vicky Sattler, Christine Martin, Joanne Lemon. Photo by Bill Lemon.

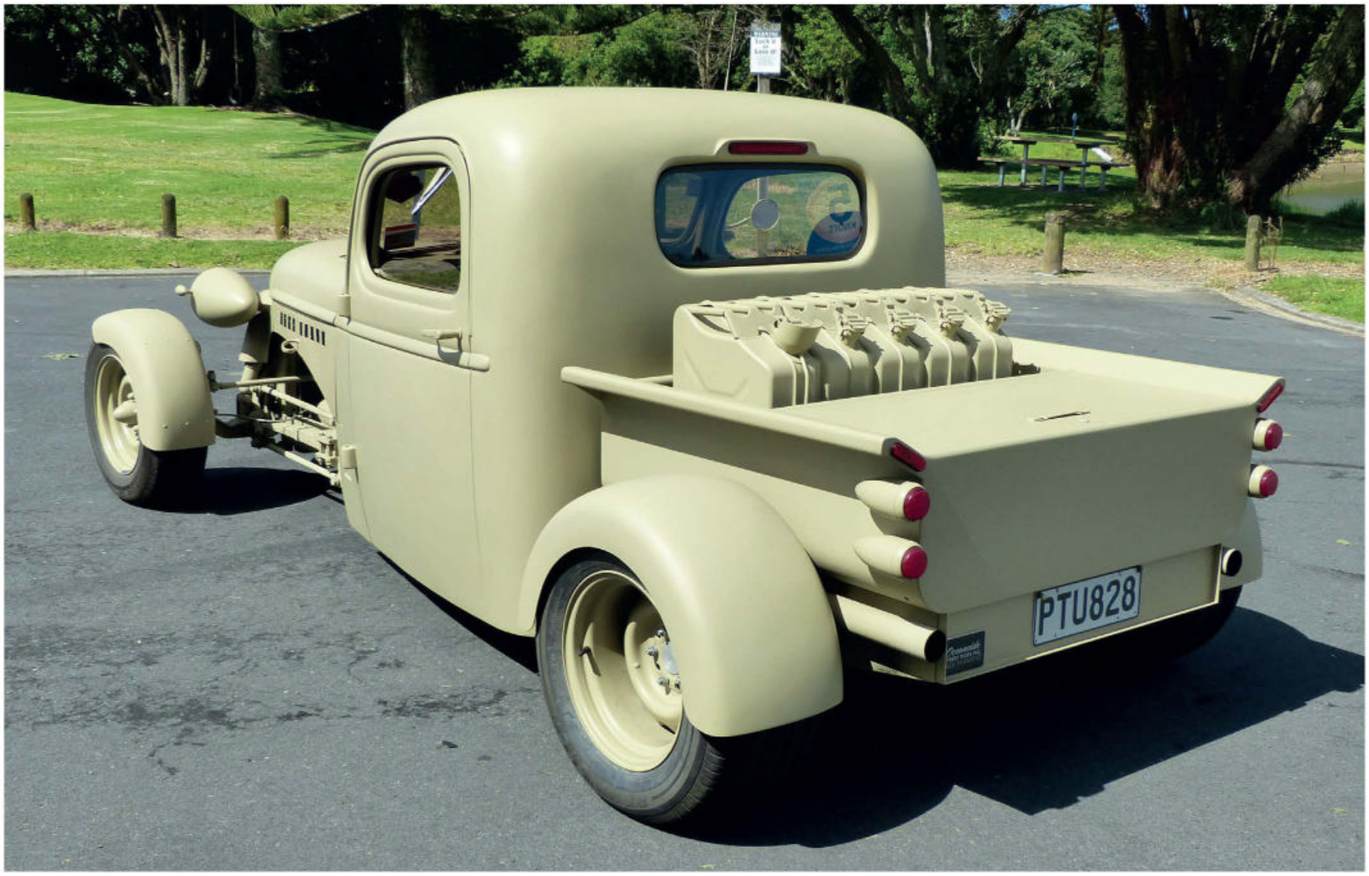
Women of NZ hot rodding: L-R, Joanne Lemon, Flick Reid, Tanya Foster. Photo by Bill Lemon.



MIL-SPEC

COLIN BUNN'S '41 CHEV PICKUP

747
19/09/2023
PTU828
G



Article and photos by Craig 'Splitpin' Houston

WHEN Brett Stinson was a little kid, he was taken to hot rod shows, which was instilled in his brain for years. So when he left school, he took up a job at King Street Panel and Paint in Hamilton and learnt the skills of panel and paint. He ended up buying the business and ran it for several years before venturing out just on his own.

Around ten years ago, Brett, who goes by Bretto, heard of a '41 Chev cab for sale. It was originally off a long wheelbase flat deck NZ Army truck located in Ohakune, so he decided to go and look to see if he could make something of it.

Two of his brothers and his father were in the NZ Army, so he decided it may be able to have an army theme if it was any good.

Bretto is one of those people; a plan was in his head the moment he saw it, and it was definitely going to be built with the army theme in mind.

He went ahead and purchased what there was of it, and even some of his mates suggested that it was only good for the dump. But, of course, we all know that if things like that are mentioned, it sometimes makes some people more determined to make something out of nothing.

He started by stripping anything off the old cab that wasn't required and ended up with just the outer skin, or should I say what was left of it. However, Bretto has been and still is a very proficient panelbeater, so he was not deterred by the work required to bring this old cab back to life again.

The initial build started by obtaining a couple of lengths of 3 x 2 box section steel, placing them on the chassis machine, and then working out the size of the kickups at each end. They were 12 inches at the rear and 4 inches at the front.

It was then time to design and build the unique quarter-elliptic suspension, which features on all four corners. This was done with a bit of guesswork on the spring side of things, and they had a total of three trips to Archer Springs to get them dead right.

The diff is a Currie 9-inch with a Strange head and carrier and Currie axles. This is supported by a triangular three-link with a single Chev Impala ball joint in the middle, similar to a Cadillac rear suspension, and it works really well. QA1 shocks control the bounce at the back.

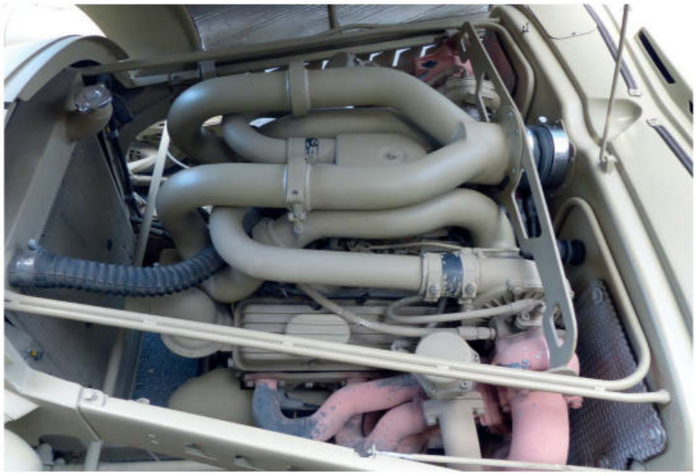
Out front, a '39 Chev axle is connected to a steering box of the same year and the axle is held in place by the usual 4-bars and single sway bar to keep things central. The cross steering is in behind the radiator and above the top 4 bar. Transit van shocks smooth the bumps out up front.

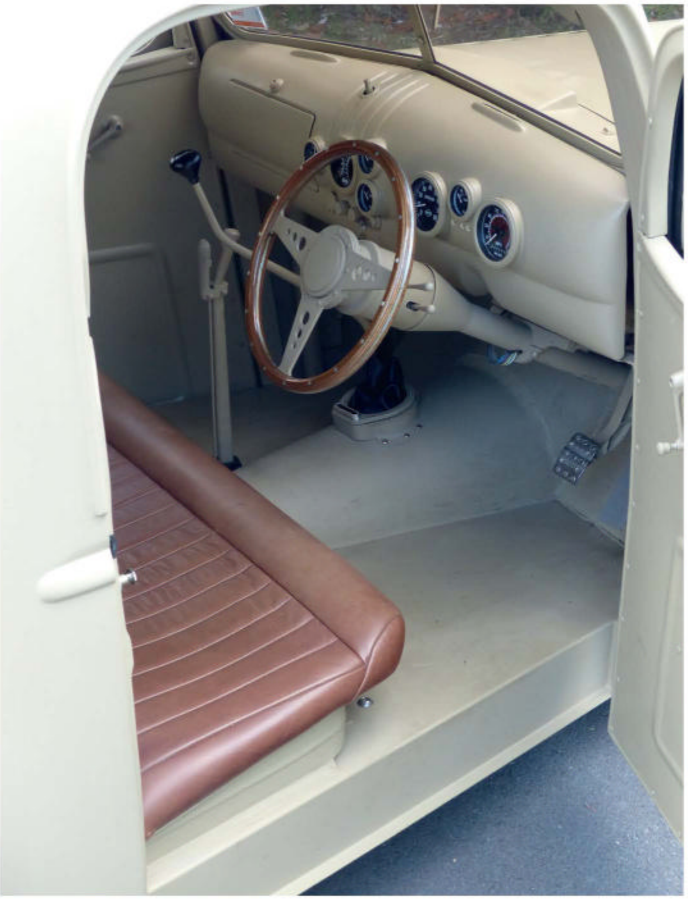
A pair of backing plates are incorporated on the front, and they have 303 bullet-shaped holes in them to let the air through. Attached to both the front and rear are a set of unboosted Wilwood brakes to haul the pickup up.

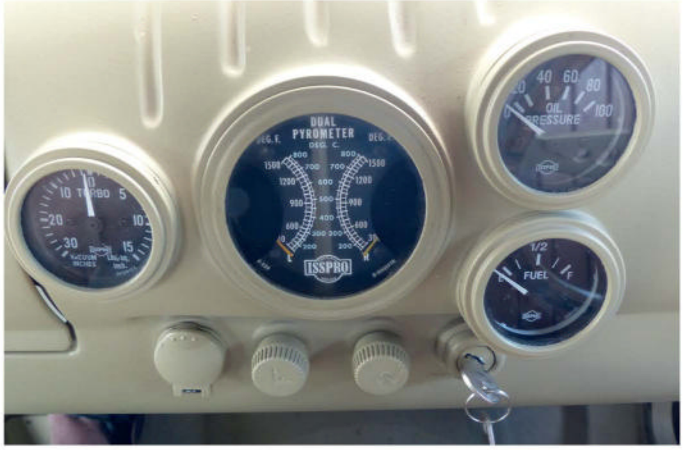
He also built the chassis centre sections that tie the frame together and mount the 350 Chev crate engine and Turbo 350 trans.

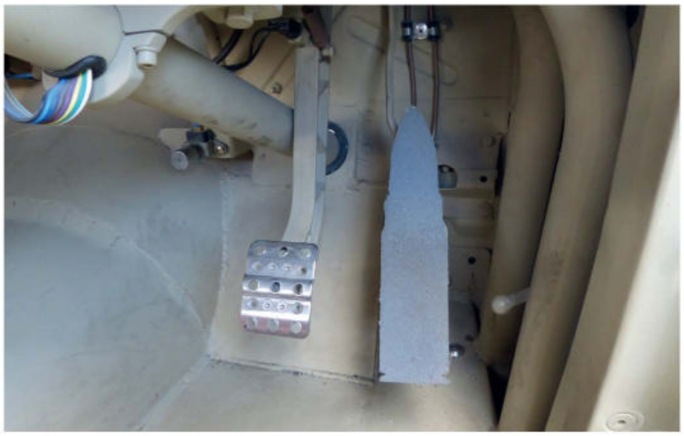
The frame is supported by a set of American Artillery rims measuring 15x10s and 15x6, and Goodyear tyres front and rear.

Before he attached the body, he









tied it together by installing a 3mm steel floor to strengthen it somewhat, which incorporates the trans tunnel.

The body was swung over the chassis, and work started on repairing it, which included a 3-inch roof chop, 4-inch channel, and he also lengthened the cab 5-inches.

He managed to keep the back window the original size for better vision.

A double frame of 2-inch heavy wall pipe was built under the dash to strengthen the body and is also used to support the Flaming River steering column and the brake pedal.

Between those two pipes, Bretto fabricated the air box for the turbos and turned the cowl vent into a fixed air scoop. On the side of the cowl, a pair of Ford Prefect cowl vents were incorporated to replace the top one as you need to get fresh air into a truck cab as they can become extremely hot inside.

The dash was the next thing to get the treatment, which was extensively modified from the original one. It has Isspro gauges, and the switches were kept to a minimum.

Following on from the more or less completed body came the tray. This, once again, was fabricated all by Bretto out of 2mm steel, and it incorporates the battery box and the electric fuel pump. A pair of '39 Chev taillights were modified slightly, and then the Jerry cans that were originally going to be welded together for fuel were deemed by the book not to be thick enough. Bretto's solution was to hollow them out, and he made an aluminium tank that fits inside. The fuel is inserted by one of the original flip tops. The tray lid has a handle from an army ammo box; as you may have noticed, this is just part of the Army theme.

Attention was then made to the front, and the head-scratching began. This is a twin-turbo setup all designed and made by Bretto, and it started with a stock 350 Chev crate engine with an Edelbrock Performer manifold with a 750cfm carb that the turbos blow into. As can be seen, the exhaust system and manifolds with the waste gates are all custom-made and fully functional and coated in HPC extreme. The pipework itself took many hours to make.

An electric water pump ensures the flow to the custom-made aluminium radiator.

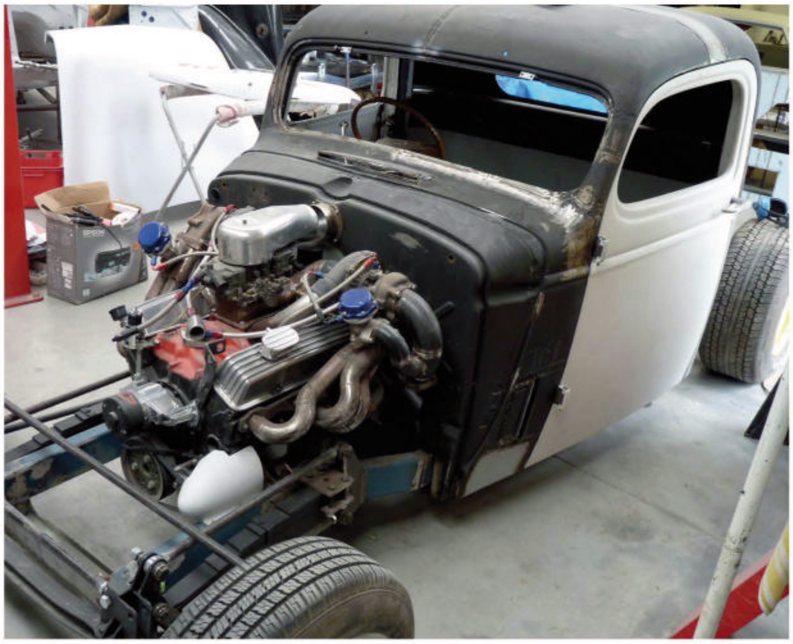
An MSD 6AL fires the engine to an MSD distributor and uses 98 octane fuel.

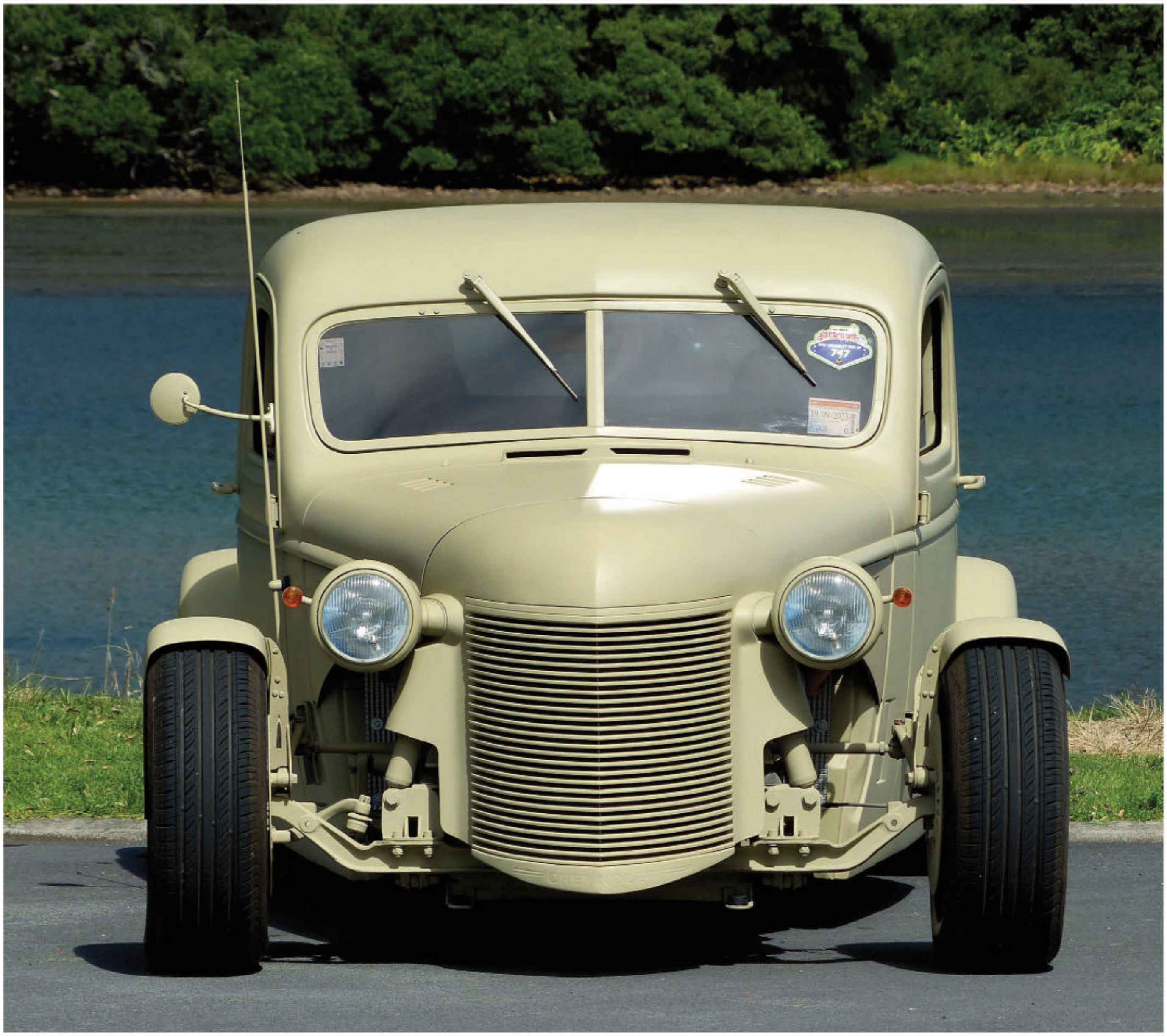
Bretto then set to and made the front grille and nose assembly. Each piece of the grille was laser cut and joined to a much-modified Chev grille. 1938 Chev headlights were fitted to the side of the grille. The bottom portion is the top of an original grille.

The 3-piece hood was hand-made by him and has Chev reverse scoops above each turbo, and the sides have similar grilles incorporated into them as well.

When it came to paint, the whole truck was stripped down, and every single part was prepared to be painted. Bretto obtained some face paint sticks from an army friend, and the desert sand colour was chosen. Resene automotive then matched the colour and supplied all the paint in Cromac Imron Fleetline 2 pack with flattener. As Bretto says, “all army vehicles have everything painted”, and much to the horror of a couple of friends, he sanded everything down, including all the

When it came to paint, the whole truck was stripped down, and every single part was prepared to be painted.





shiny new stuff and etch-primed it all before applying the paint.

The upholstery is minimal, but what is there, which includes the seat, was covered by Bretto's second cousin, Shorty's boy, Scott Stinson. A Lokar shifter selects the auto's gears.

Bretto would like to thank Neil and Celeste Miller for their advice and patience throughout the 10-year build. The pickup was finally finished and certified just in time for this year's Beach Hop. Colin Bunn from Whangamata first saw the truck a couple of years ago before it was finished and purchased it. He was delighted to take delivery after the Hop. Now Colin has a very cleverly built Army truck which I'm sure will be a pleasure to drive and show off.

The lowriders on display are next level with incredible paint and detailing.

The Grand Nati Roadster Show

Report and photos by Greg Stokes

THE 73rd annual Grand National Roadster Show (GNRS), presented by O'Reilly Auto Parts, is called the granddaddy of all show's for a good reason. Originating from the Oakland Roadster Show in Northern California and now in Pomona, Southern California, the GNRS is the longest-running indoor car show and by far the most popular. This year it was pushed out to the first week of February, and it filled the halls of the Pomona Fairplex to capacity. Indoor across the halls, there were over 700 cars on display, and 100 of them were pickups, trucks & vans in the "Keep on Truckin" theme hall. The Suede Palace had a waitlist to get in, I kid you not, and the outdoor display of cars was sold out at over 1200 visiting vehicles per day!

The show runs Friday to Sunday, with set-up days on Wednesday and Thursday. This year I entered Project 29 into the show to tick off another bucket list event. We left Bakersfield early Thursday morning and headed down to Pomona, arriving around 10 am and waited for Jake to show so we could drive in together. Although it was winter in the USA at that time, bright blue Southern California skies were a stark contrast to the images of devastating flooding (pre-cyclone Gabrielle) we saw online! Set up day went smoothly, and it was most enjoyable to check out all the other world-class vehicles. Some cost millions of dollars - a stark contrast to my worn-in 15-year-old build from New Zealand. Ex-pat Kiwi Phil Murphy displayed his incredibly well-finished and highly detailed custom 1953 Lincoln and won his class!

Despite this "winter" show being in the middle of a New Zealand summer,

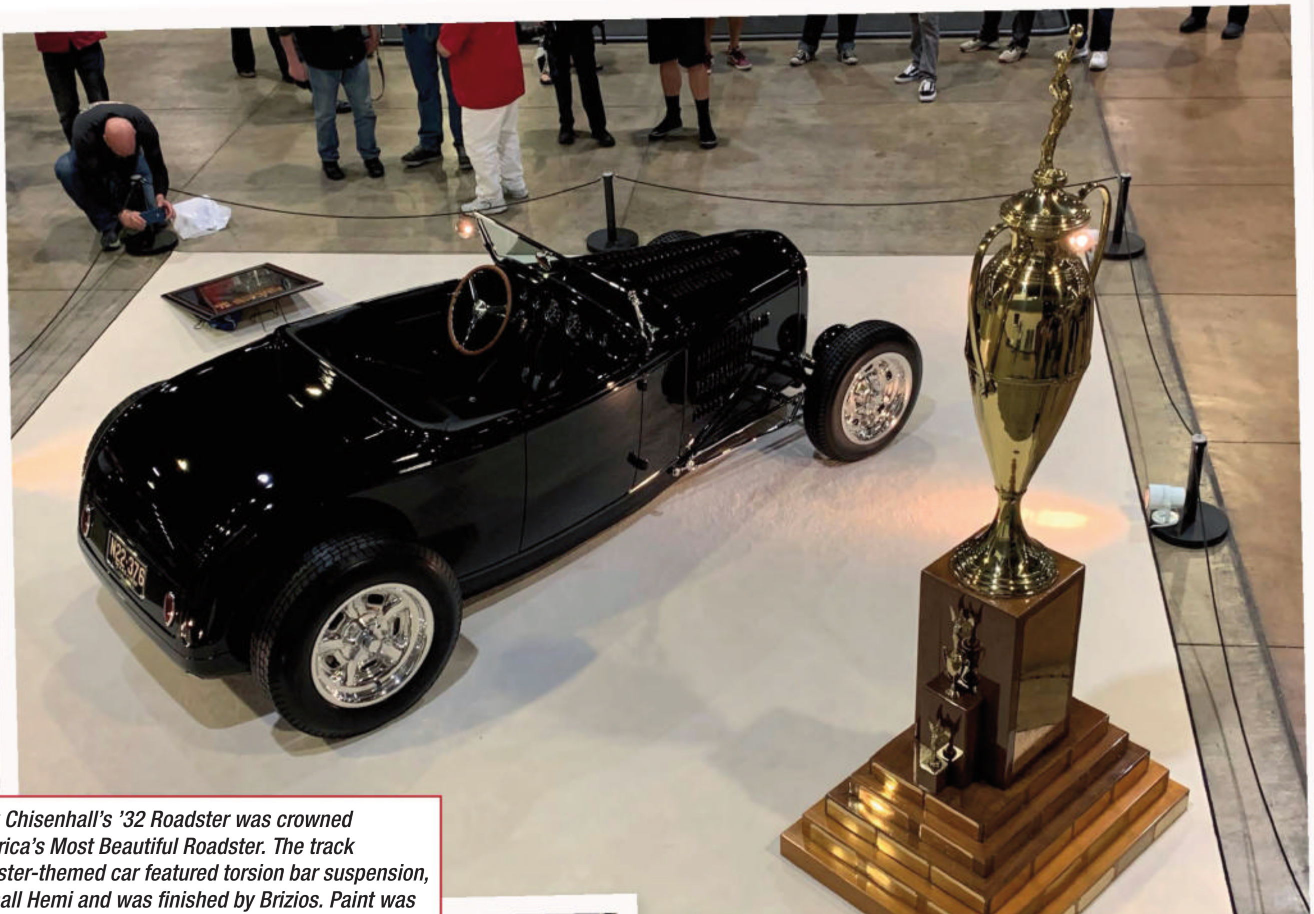
ional
2023

All smiles as Greg & Jake show their Class Participation awards. It was a highlight for Greg to display Project 29 alongside Jake's new Roadster.

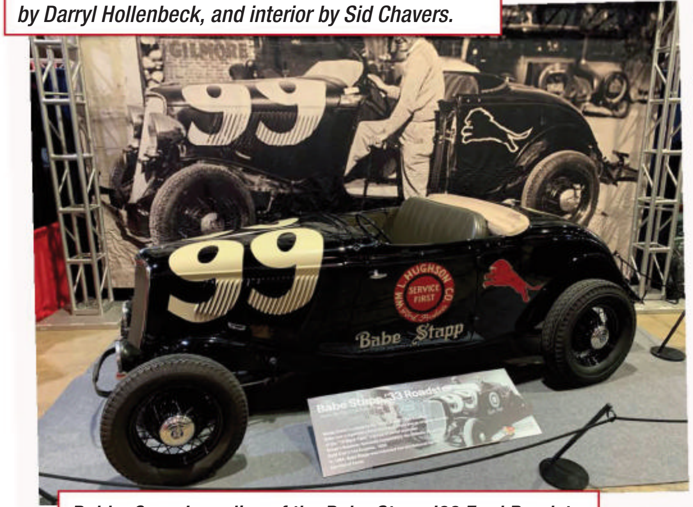
Smiling ex-pat Kiwi Phil Murphy with his award for his perfect '53 Lincoln.

the Grand National Roadster Show is a must-do event, even if it's once in your lifetime. It has an excellent reputation for attracting all the best cars, and the judging system isn't as conflicting as other similar shows. All the big names also always display there, from Brizio to Alloway to Rad Rides by Troy to Hollywood Hot Rods and everyone in between. So be there - you won't be disappointed! And if you do attend - allow the entire three days to explore and enjoy the show the best way possible properly. ARP Fasteners are the major sponsors for the two main awards - America's Most Beautiful Roadster (AMBR) and the Al Slonaker Memorial Award - offering up to $12,500 to each winner of these prestigious trophies.

The AMBR Is open to all pre-1937 roadsters, but you have to specifically enter to be a contender, and the competition is fierce, and the judging process is serious stuff. The Slonaker is for all non-roadster vehicles, and again you have to specifically enter, and the judging process is similar. Judging for these two awards begins on Wednesday in front of two separate committees. The car is studied as it drives into the hall, and then the owner and or builder gets a 15–20-minute session with the committee to show the car and answer any questions which may arise on the build details etc. It is an interesting process, and although I had judged twice in the past, I didn't this year and was kind of glad as the quality was really high. Concluding the show on Sunday night is the awards ceremony which runs for at least 2-3 hours with what seems like an award for nearly everything imaginable. Like everything in the USA, it's all on a grand scale. Visit www.rodshows.com to make plans for next year.



Jack Chisenhall's '32 Roadster was crowned America's Most Beautiful Roadster. The track roadster-themed car featured torsion bar suspension, a small Hemi and was finished by Brizios. Paint was by Darryl Hollenbeck, and interior by Sid Chavers.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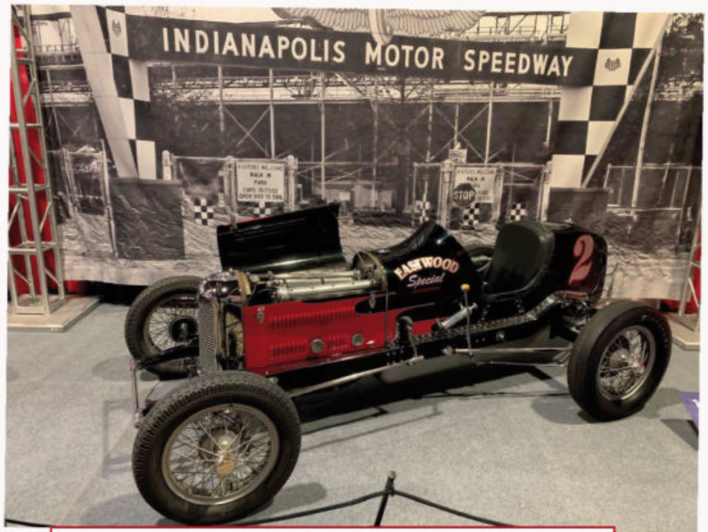
GILMORE
L. HUGHSON CO.
SERVICE FIRST
Babe Stapp
Babe Stapp's '33 Roadster

Bobby Green's replica of the Babe Stapp '33 Ford Roadster was very cool. These cars raced the fields of LA in the '30s, and it's great to see recreations like this today.


INDIANAPOLIS MOTOR SPEEDWAY
EASTWOOD Special
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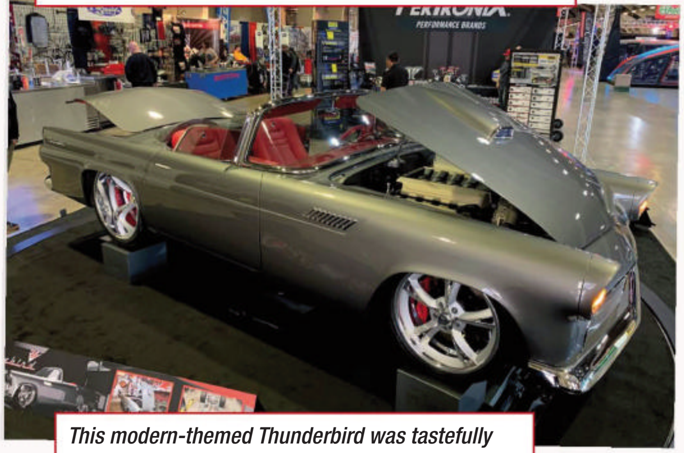
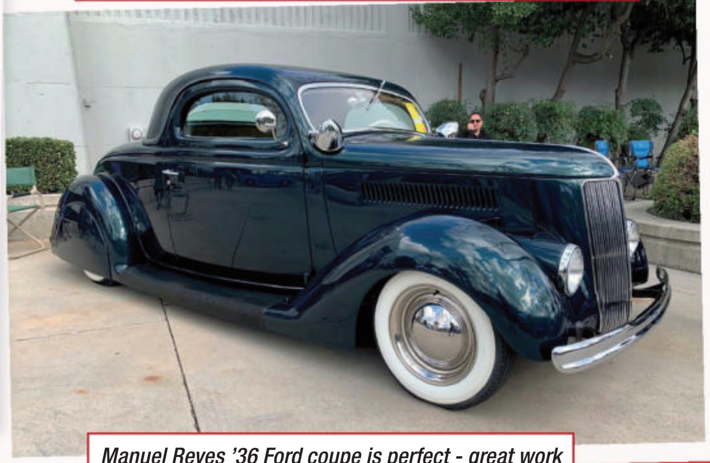
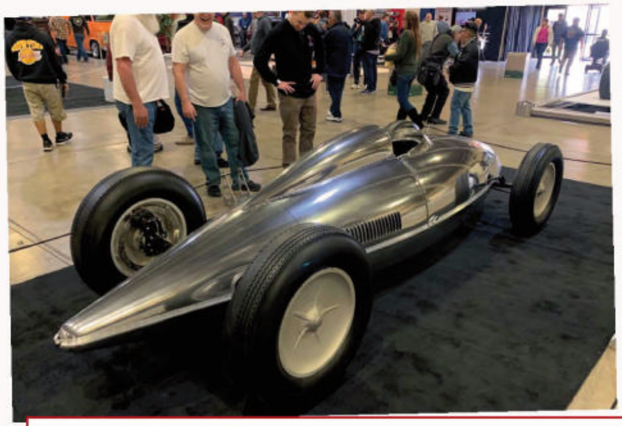
Bobby Green now owns the Eastwood Special - Offy-powered race car originally built by Pete Eastwood in the '90s.


PERFORMANCE BRANDS

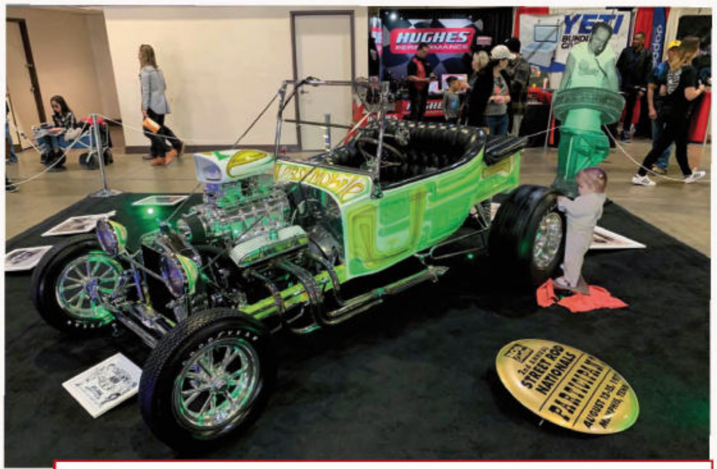
This modern-themed Thunderbird was tastefully done with gunmetal pewter paint and a red interior.



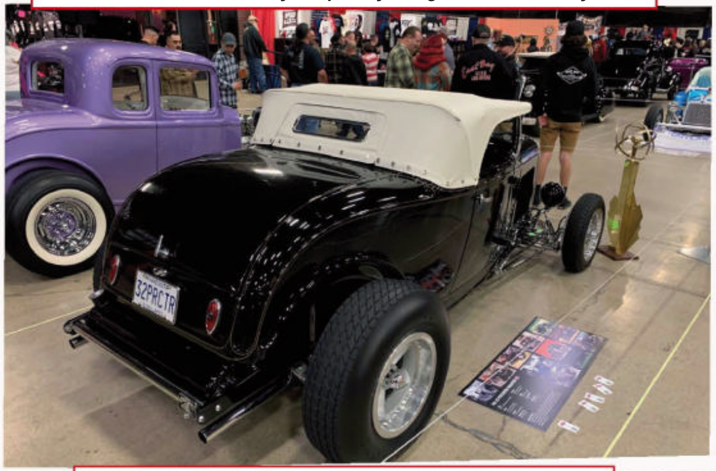
Manuel Reyes '36 Ford coupe is perfect - great work on this by Geoff Mitford Taylor and Steve Morrow.



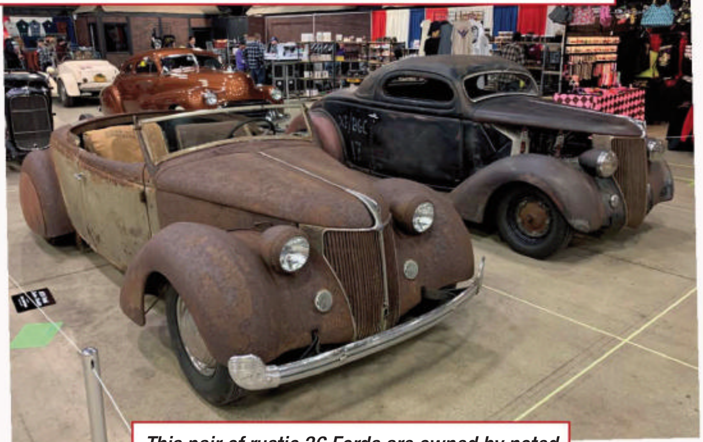
Dan Webb's latest blew them all away, as you expect with any Webb creation. The polished bellytank takes the term "trick" to a whole new level and features alloy shaped by Craig Naff for the body.



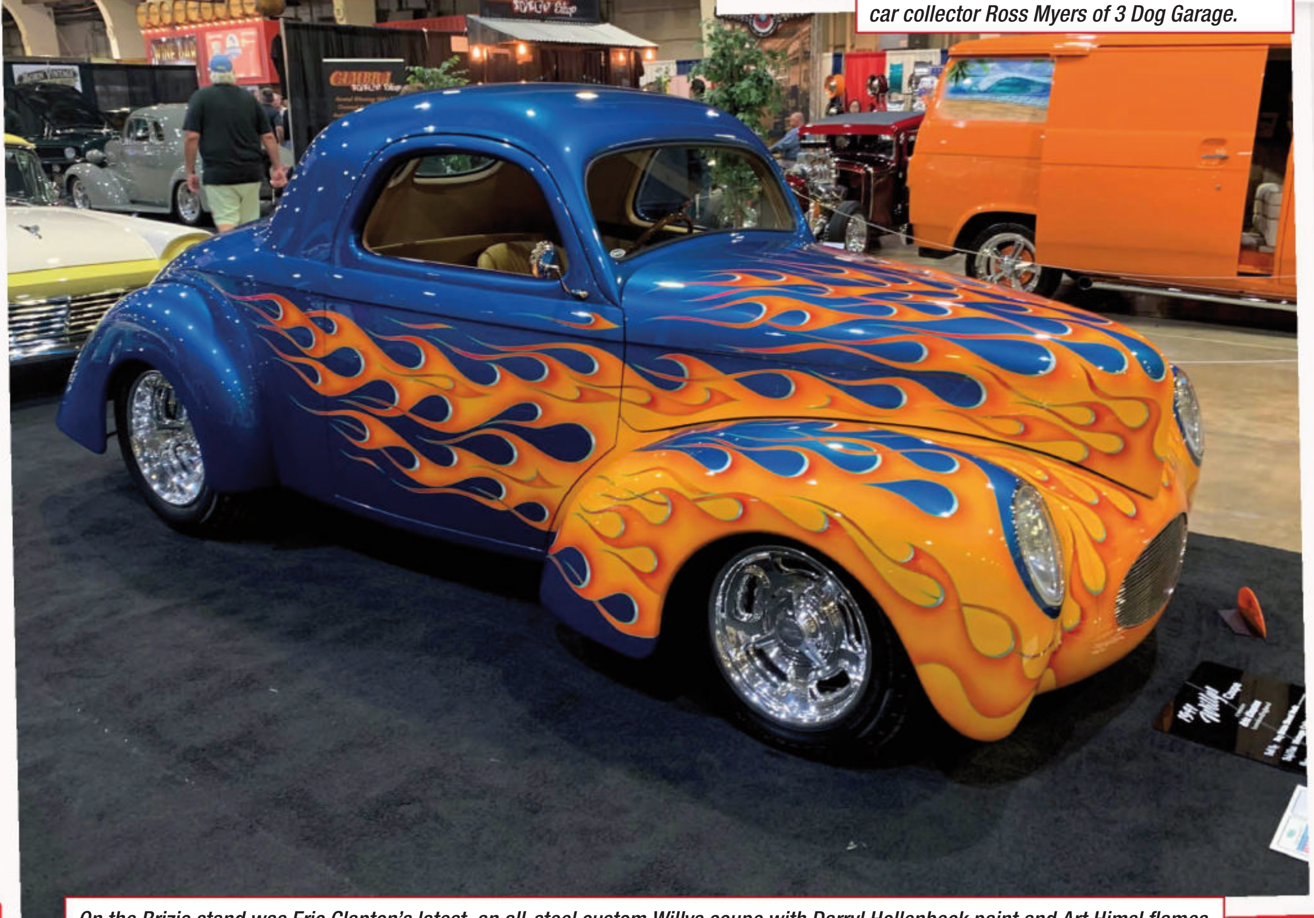
Darryl and Terri Hollenbeck found the original Lance Miller T bucket circa 1971 and then backdated it to that time. It is an original Andy's Instant T, so it's more than fitting given Terri is the daughter of Andy Brizio, the originator of Andy's Instant Ts - kitset T-buckets of the sixties and seventies. The car won the Bruce Meyer Preservation Award.



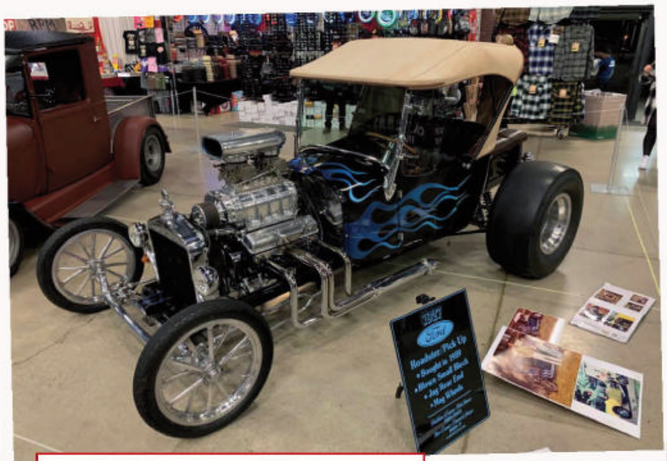
John Sticha - Mr '32 Percenter from Minnesota displayed his Roadster with rich rodding history. Neat car - neat guy.



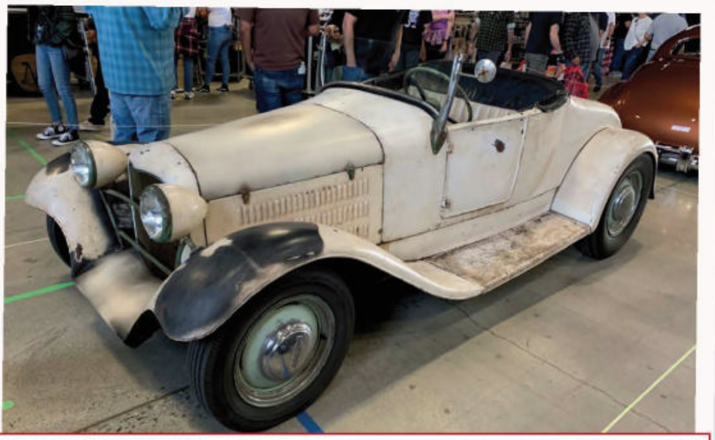
This pair of rustic 36 Fords are owned by noted car collector Ross Myers of 3 Dog Garage.



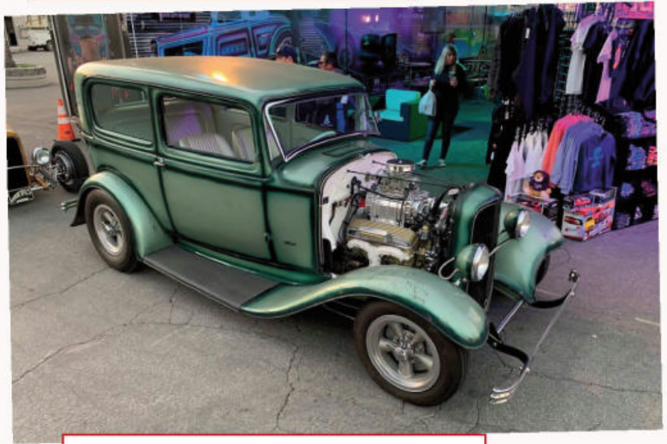
On the Brizio stand was Eric Clapton's latest, an all-steel custom Willys coupe with Darryl Hollenbeck paint and Art Himsl flames.



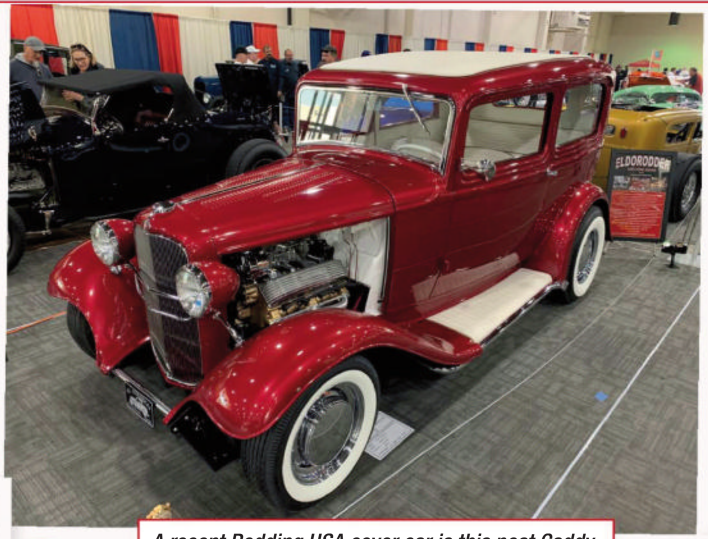
There's a strong return of Fad T-style buckets, and this was a perfect example.



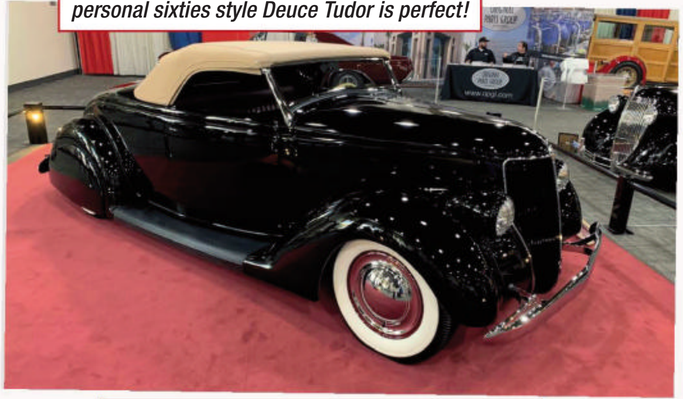
Tony Thacker's latest is this barn find T roadster built in the '50s. He's been enjoying getting it running again with a lot of help from many friends in the industry.



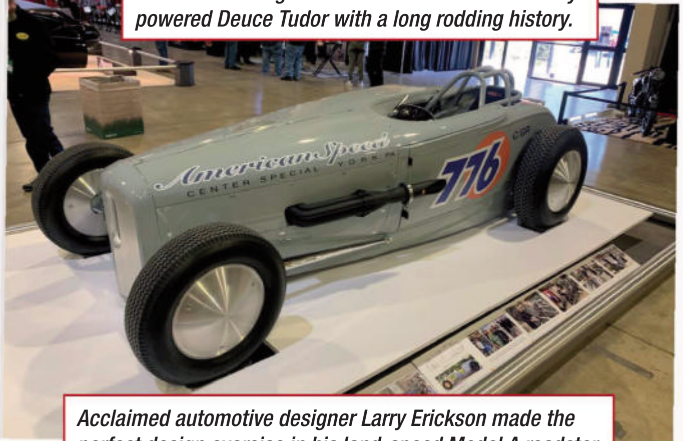
From Galpin Speed Shop, Dave Shutens' personal sixties style Deuce Tudor is perfect!



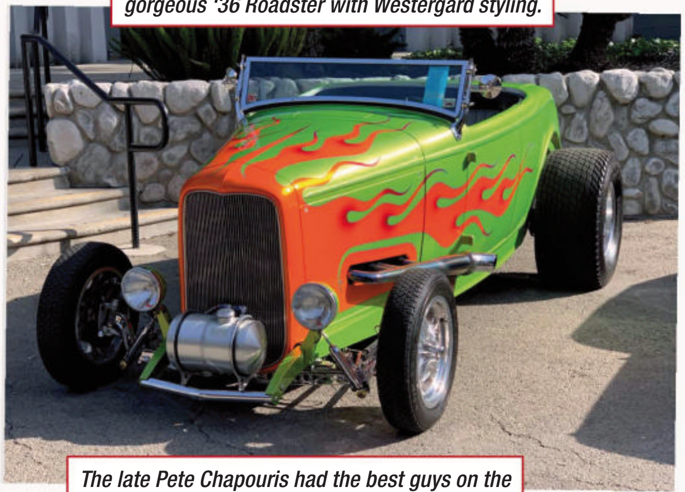
A recent Rodding USA cover car is this neat Caddy-powered Deuce Tudor with a long rodding history.



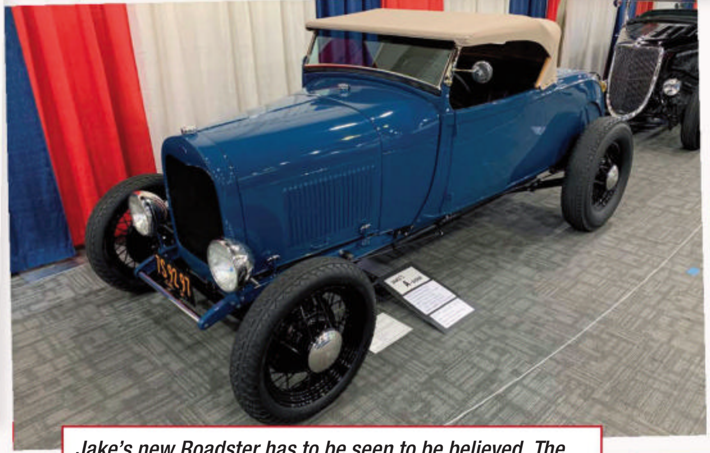
Fresh out of East Bay Rod & Custom was this gorgeous '36 Roadster with Westergard styling.



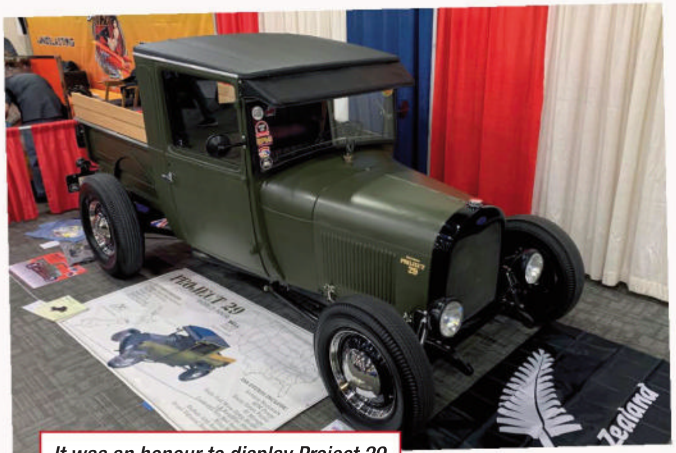
Acclaimed automotive designer Larry Erickson made the perfect design exercise in his land-speed Model A roadster.



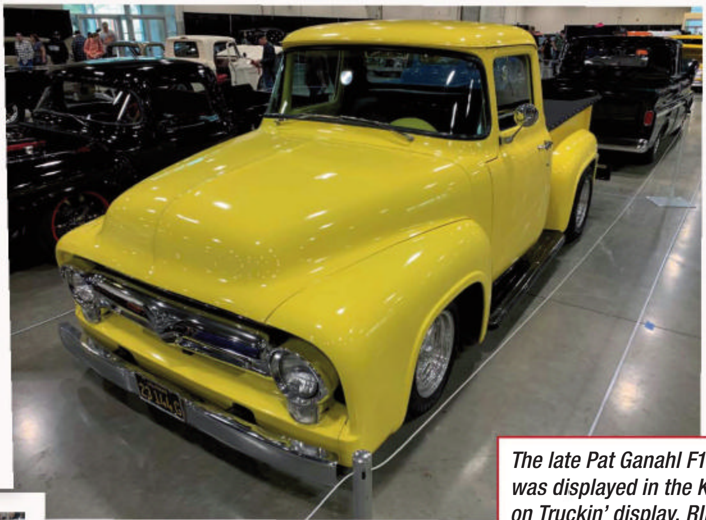
The late Pete Chapouris had the best guys on the job when the timeless Limefire was built in 1987.



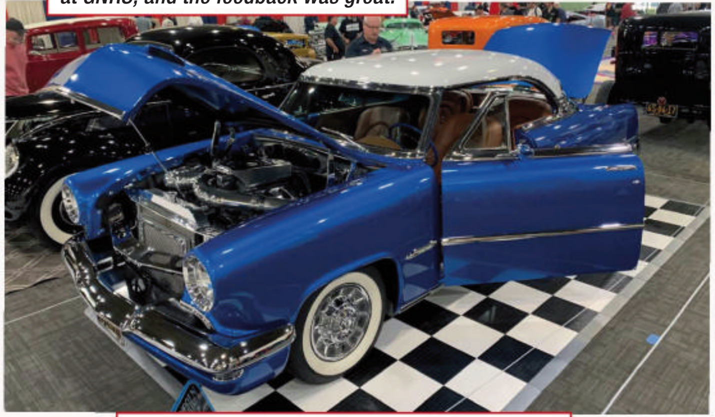
Jake's new Roadster has to be seen to be believed. The thirties-era hot rod has the most perfect styling and detail.



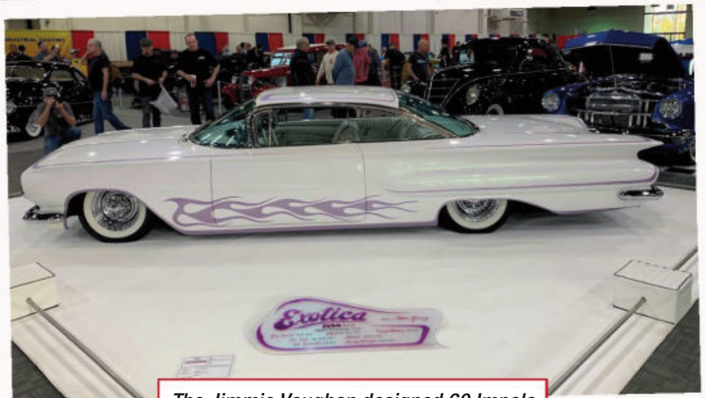
It was an honour to display Project 29 at GNRS, and the feedback was great.



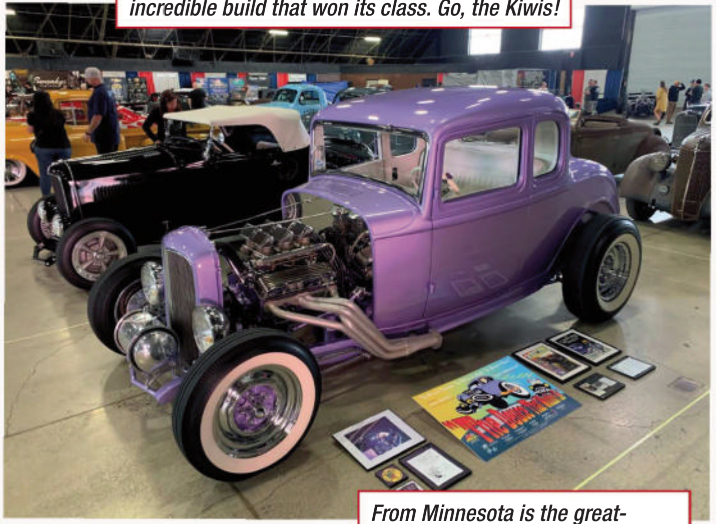
The late Pat Ganahl F100 was displayed in the Keep on Truckin' display. RIP Pat.



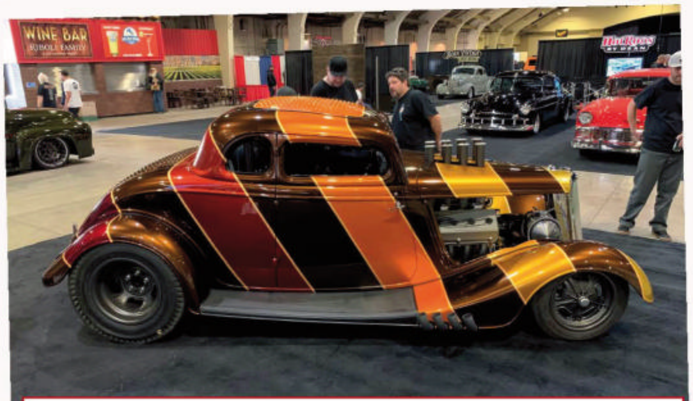
Phil Murphy's 1953 Lincoln custom is an incredible build that won its class. Go, the Kiwis!



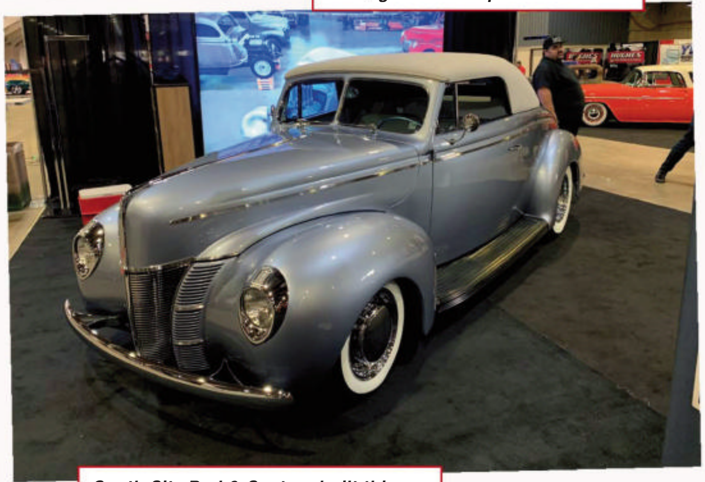
The Jimmie Vaughan designed 60 Impala of Mike Young is a tasteful custom.



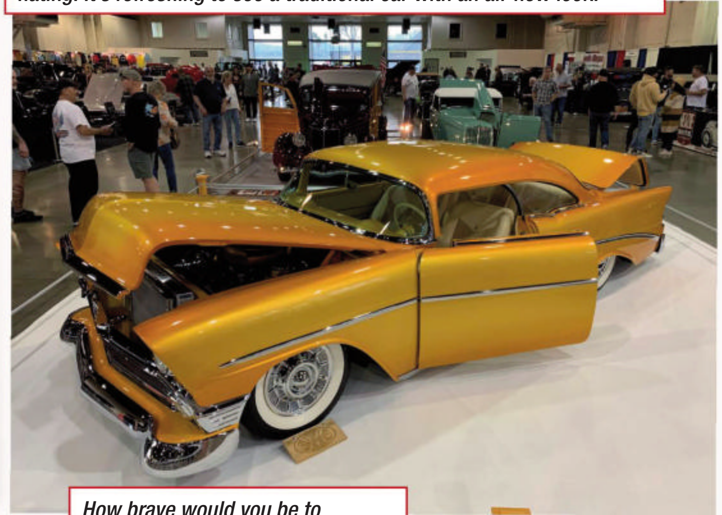
From Minnesota is the great-looking Deuce coupe of Ken Bentz.



Never before had we seen such a controversial car of a show as we saw with Coby Gewertz's '34 coupe. Fresh out of South City Rod & Custom, the Compani - applied sixties/seventies era paint had haters really hating. It's refreshing to see a traditional car with an all-new look.



South City Rod & Custom built this great looking '40 Ford for Tony Jurado.



How brave would you be to customise a Tri-Five Chev like this?

There were plenty of hot rod boats on display, like this blown Hemi version.

Ring Brothers F1/Indy-inspired Chev pickup is truly something else, taking creativity to a whole new level.

This T roadster was a refreshing take on a traditional show car style.

One of many custom Mercs on display - nearly as generic as a '32 Ford!

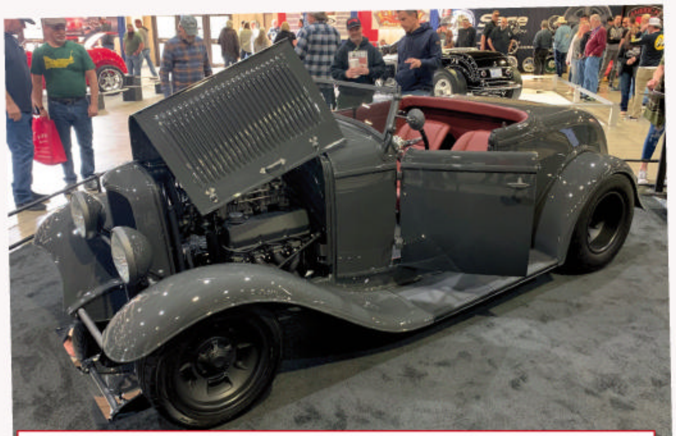
MICK'S Paint

On Mick's Paint booth was the Brute Force '55 Chev of Bob Matranga.

Rad Rides by Troy built this tasteful Muroc roadster for Sandie & Charlie Chadd.

Jon Hall's Shadow Rods T with flathead power was a favourite.

Danny Hyde's '36 Roadster is mostly owner built, and while it looked like a '36 Ford - many aspects had been tweaked or refined.



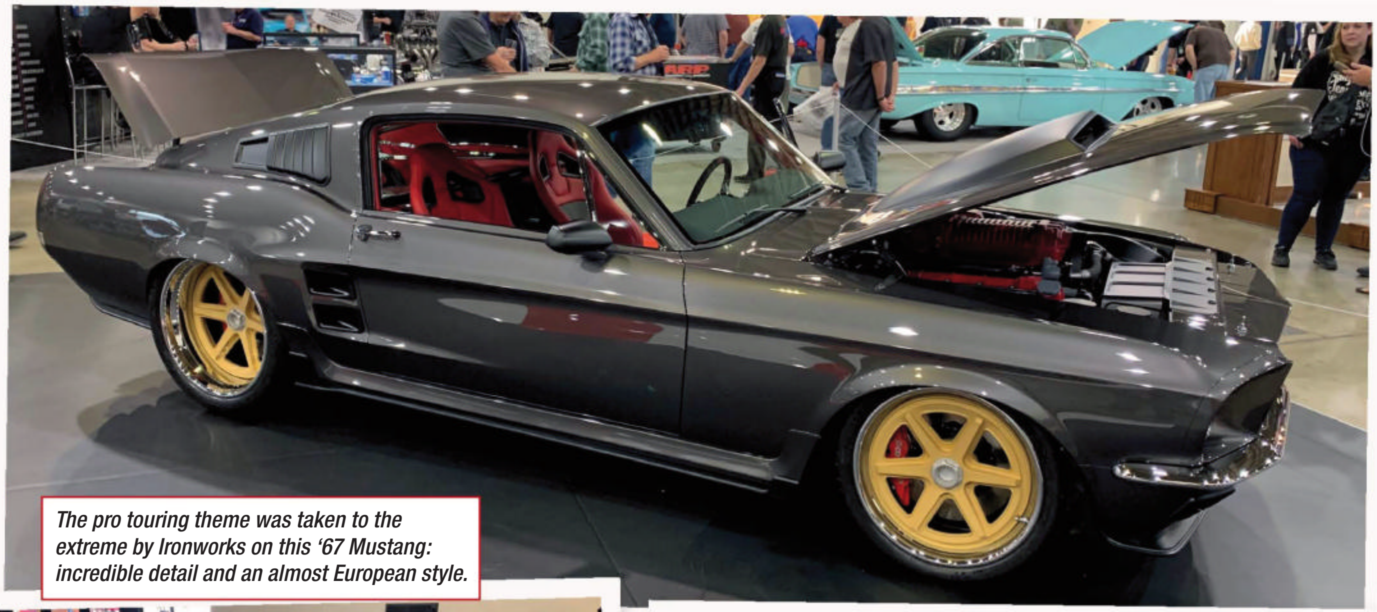
Joe Kugel of Kugel Komponents built his own ‘32 his way in dark grey with satin details. The Ford Cleveland engine is a refreshing choice.

This Porsche-themed Muroc Roadster by Kugels for Steve Schimt was unique. It has a supercharged small block Ford for power.

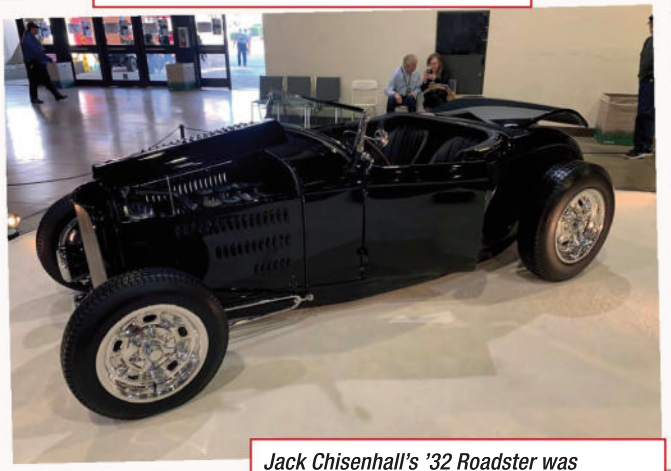
Scott Williams of Swillco took all the best elements of the McMullen, Kessler, Lobeck and Chapouris Deuce roadsters and created a crowd favourite.

JF Launier of JF Customs in British Columbia contended AMBR with his owner-built Model A roadster with a 409.

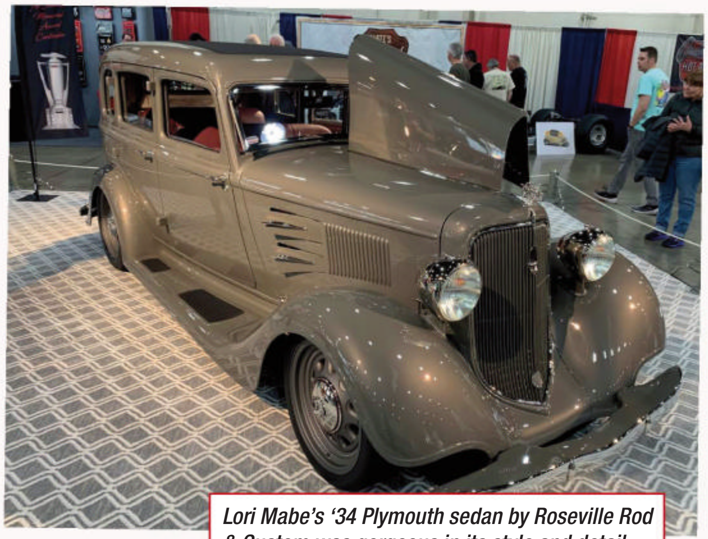
Cody Walls ‘49 Buick was off the hook in gold with hidden headlights among a serious array of modifications.



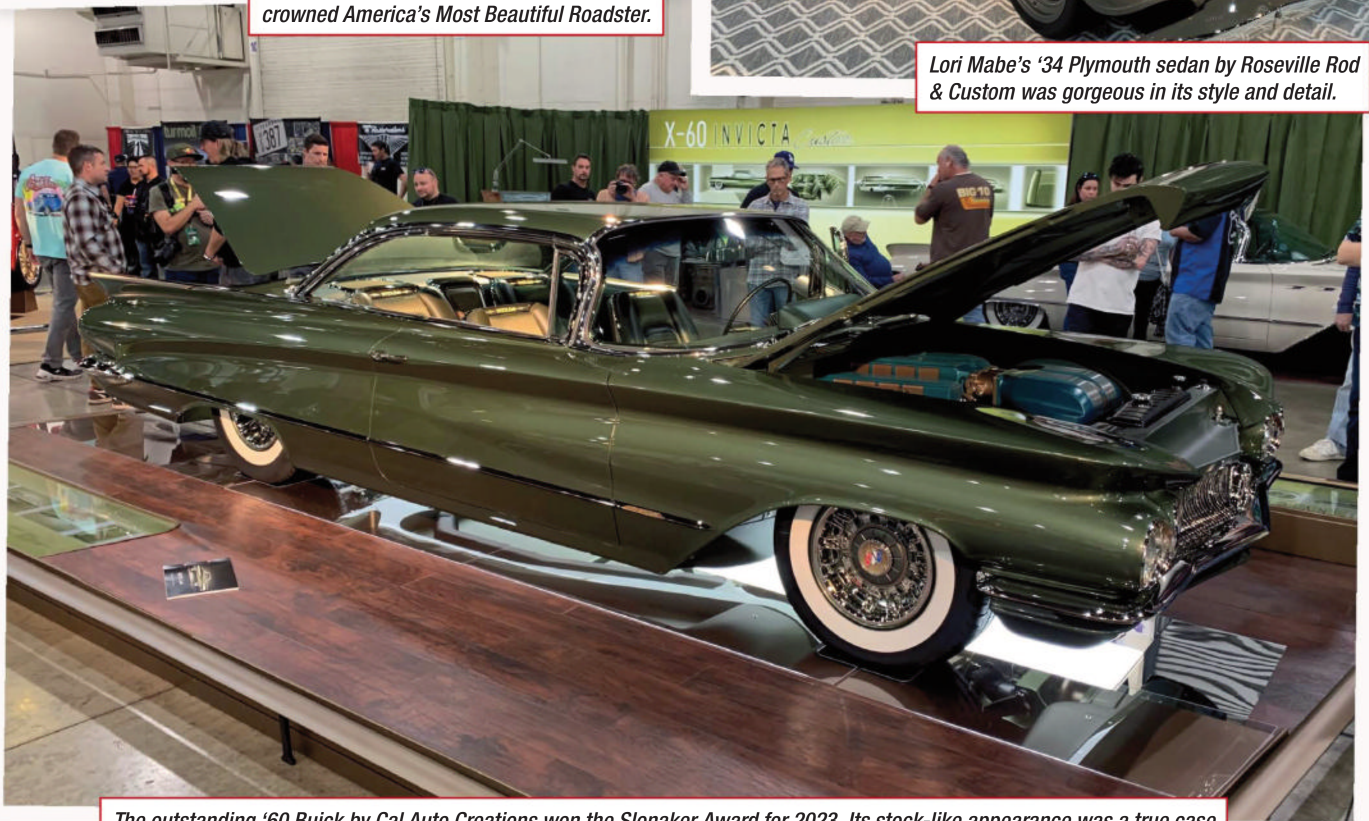
The pro touring theme was taken to the extreme by Ironworks on this '67 Mustang: incredible detail and an almost European style.



Jack Chisenhall's '32 Roadster was crowned America's Most Beautiful Roadster.



Lori Mabe's '34 Plymouth sedan by Roseville Rod & Custom was gorgeous in its style and detail.



The outstanding '60 Buick by Cal Auto Creations won the Slonaker Award for 2023. Its stock-like appearance was a true case of incredibly detailed modifications, and amazing one-off parts created a 'the more you look, the more you see' scenario.

Model A Day

By Greg Stokes

IT WAS early March when the sixth annual Model A day was held in Oratia in West Auckland. Hosted by Chris Hornblow and Shane Adlington, this great day is a casual afternoon to celebrate all things Model A the Hornblow way.

Close to 50 Model A cars attended, including one Model T powered by Model A. The furthest travelled was Kev Topham from Masterton with his Model A coupe which he drove up within seven hours.

The casual afternoon is an excellent way for friends, new and old, to catch up and talk about all things, Model A and everything else in between over a cold beverage and a barbecue dinner.

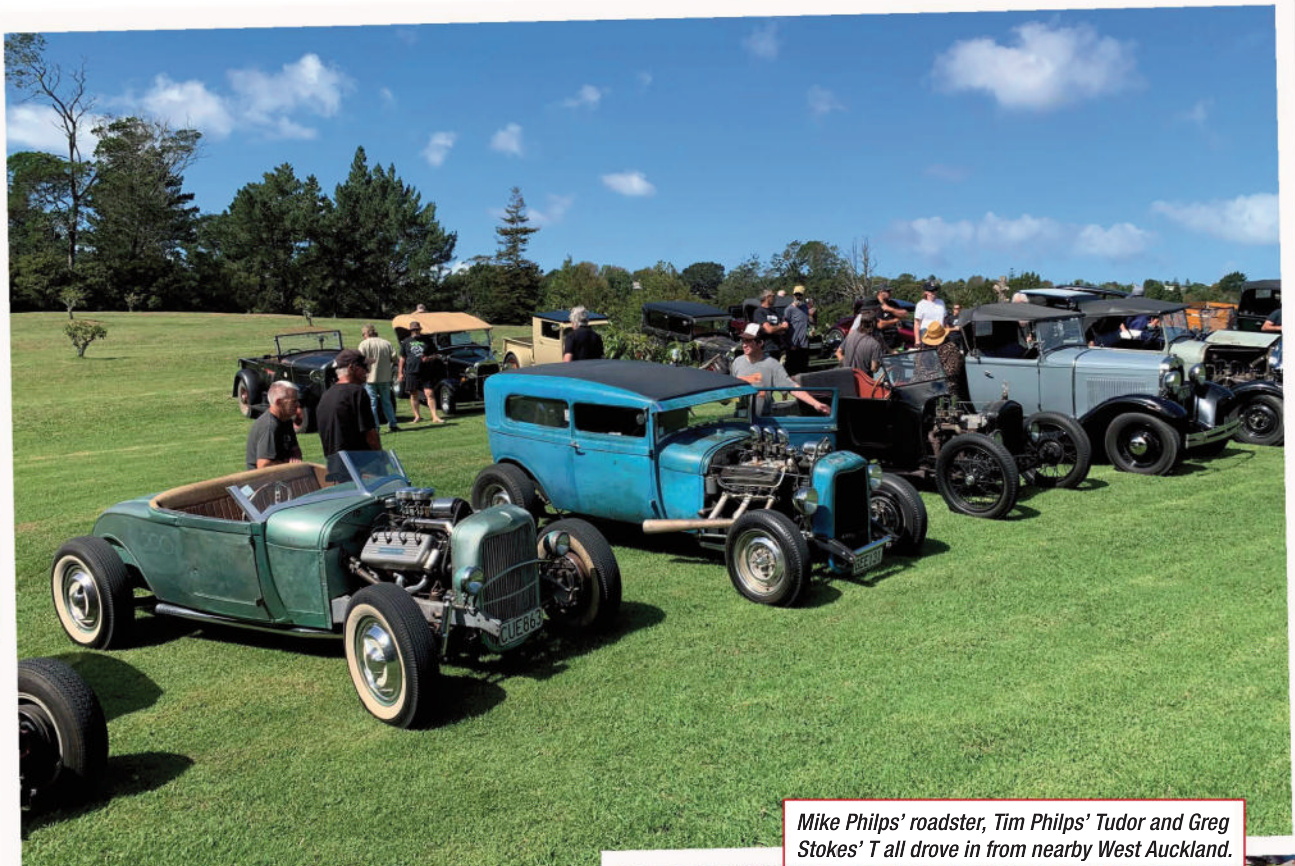
The vehicles that showed up ranged from barn-find original cars to fully restored, show quality cars to full-blown hot rods. The variety of these cars and the people make this day so unique. Model A Fords were dated from 1928 to 1931, and aside from the Model T Ford, they certainly put Ford Motor Company on the map.

The casual aspect this afternoon was also welcoming for families and enthusiasts, both young and old, to attend and enjoy each other's company. The barbecue was made by the club members of the younger Troublebound Hot Rod Club.

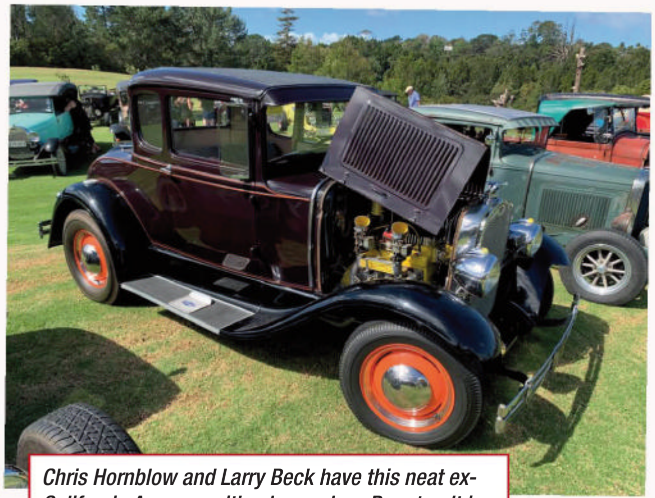
Others attended from the Hawke's Bay region and the Bay of Plenty region as well as from all over Auckland and Northland. These events are essential for a sense of normality after a few years of Covid and now the torrential weather, flooding, and cyclones we have had—just a great way to relax. So thank you, guys, for a great afternoon.

From Masterton, Kev T drove up in this neat A coupe with a hopped-up banger engine and Mitchell overdrive. Drive time was seven hours; who said you can't drive these old cars? Well done!

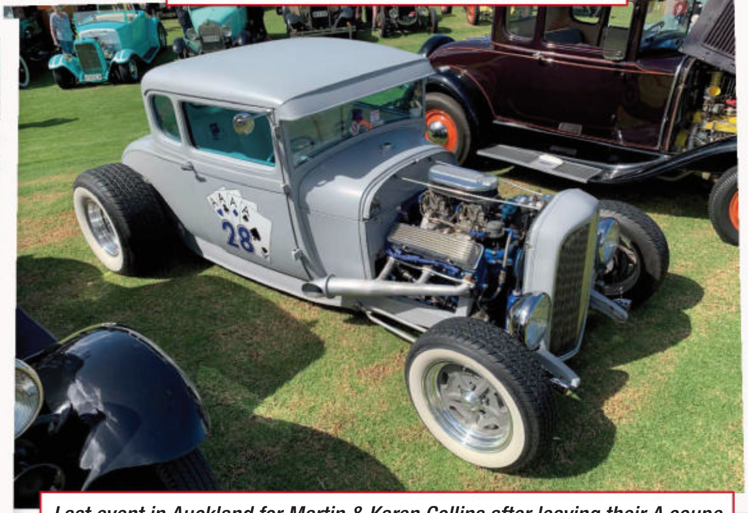
Graeme McNeil and Flip Flop Bob with their A pickups from East & South Auckland.



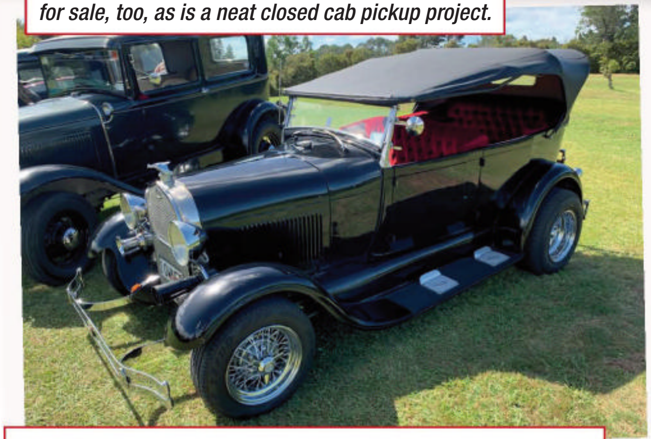
Mike Philps' roadster, Tim Philps' Tudor and Greg Stokes' T all drove in from nearby West Auckland.



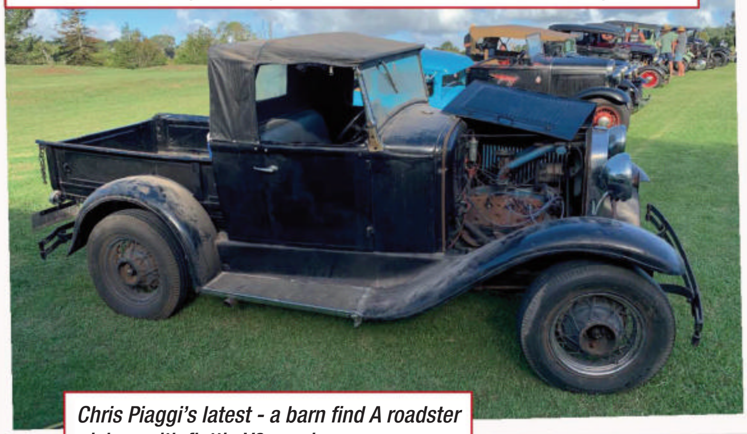
Chris Hornblow and Larry Beck have this neat ex-California A coupe with a hopped-up B motor. It is for sale, too, as is a neat closed cab pickup project.



Last event in Auckland for Martin & Karen Collins after leaving their A coupe at Hornblow's for a year. They drove back to Christchurch a few days later.



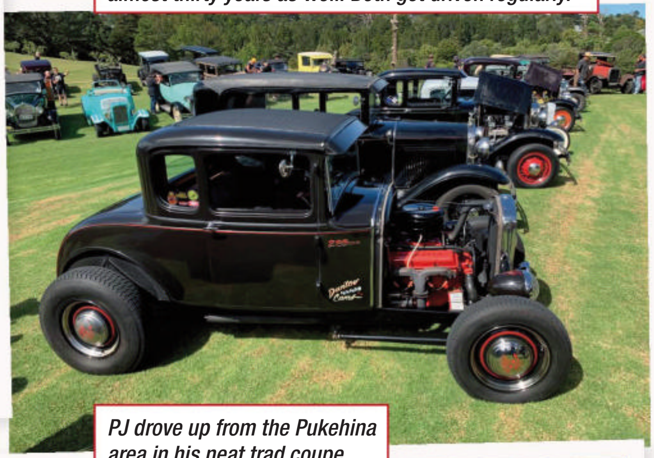
Wayne Bishop has owned his neat tub for years and, to digress, was deservedly and long overdue was bestowed life membership status of Harbour City club recently - way to go, Bish!



Chris Piaggi's latest - a barn find A roadster pickup with flattie V8 running gear.

New for this year was a donated 1970 Model A Ford Club of America trophy from Squeak Bell. It was presented to Kevin Topham for the furthest drive to the event. From left to right: Chris Hornblow, Kev T and Shane Adlington.

Salty has owned his neat A coupe for nearly forty years now, and Weasle must have had his roadster for almost thirty years as well. Both get driven regularly.



PJ drove up from the Pukehina area in his neat trad coupe.

Long-time Hamilton rodder Bryan "Hairy" Thomas has been enjoying his A coupe to the max after a long-term build in amongst other projects. Neat car!

From East Bay Rods, Cliff Wilson has his tub for sale.

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Competition Meeting 4

Sunday 26th Feb at NAPA Auto Parts Dragway, Meremere

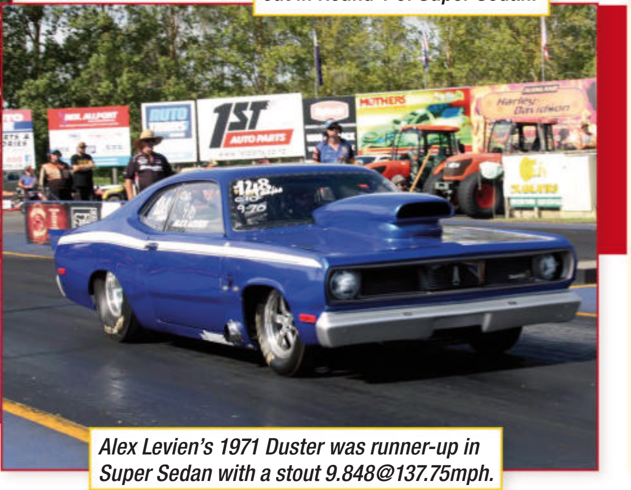
Mark Shotter (1966 Cortina) red-lit in Round 1 of Super Sedan.

Photos by Spook
Results by Mike Ashton

COMPETITION Meeting 4 was the penultimate round of the local series, which saw 94 entries racing the clock across seven classes. Fastest was Ross Brown from Whangarei. His 407ci Chev powered F/E DRAGSTER cut a 7.004@ 192.58 pass.

Dan Southall's incredible 1969 SS Camaro from Rolleston went out in Round 1 of Super Sedan.

Aaron Jenkins' 1977 Torana lost in Round 3 to Alex Levien.


Alex Levien's 1971 Duster was runner-up in Super Sedan with a stout 9.848@137.75mph.

RESULTS

C1 - Top Comp		
Gary & Nic Bogaart	19.161	55.84
Ross Brown	Did not stage	
C8 - Super Street		
Dave Sharpe	12.285	107.1
Liam Shotter	11.4	119.26
C9 - Comp Bike		
Steve Paris	8.477	155.99
Laurie Vercoe	9.674	146.62
C10 - Super Sedan		
Patrick Heeney	11.008	122.52
Alex Levien	9.848	137.75
C11 - Screamin Eagles		
Geoff Bond	11.786	111.88
Neil Smith	11.644	114.63
C12 - Junior Dragster		
Shavaun Harvey	7.957	83.47
Ryan Chauval	8.539	74.35
C13 - Modified Bike		
Geoff Shaw	11.377	111.96
Alison Boaler	13.253	115.64

Industry NEWS

The
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sensation!
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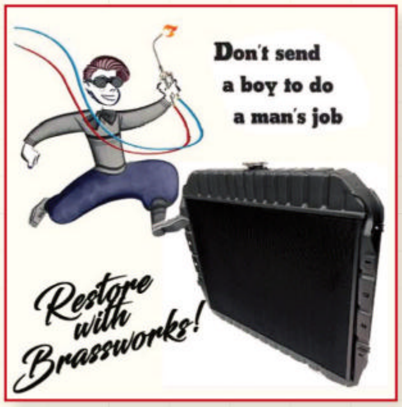
RECREATION IN MEMORY OF

Morrari T-shirts

TO celebrate the re-creation of the Morrari being completed, GMS Hot Rods offer a limited-edition T-shirt paying tribute to the original car and the re-creation owned by Mark Stokes. Shirt sizes are M to 2XL and in grey only. $45 each plus postage. GMS Hot Rods, *Phone 021 955 459, gregstokes1932@gmail.com, Web www.gmshotrods.com*



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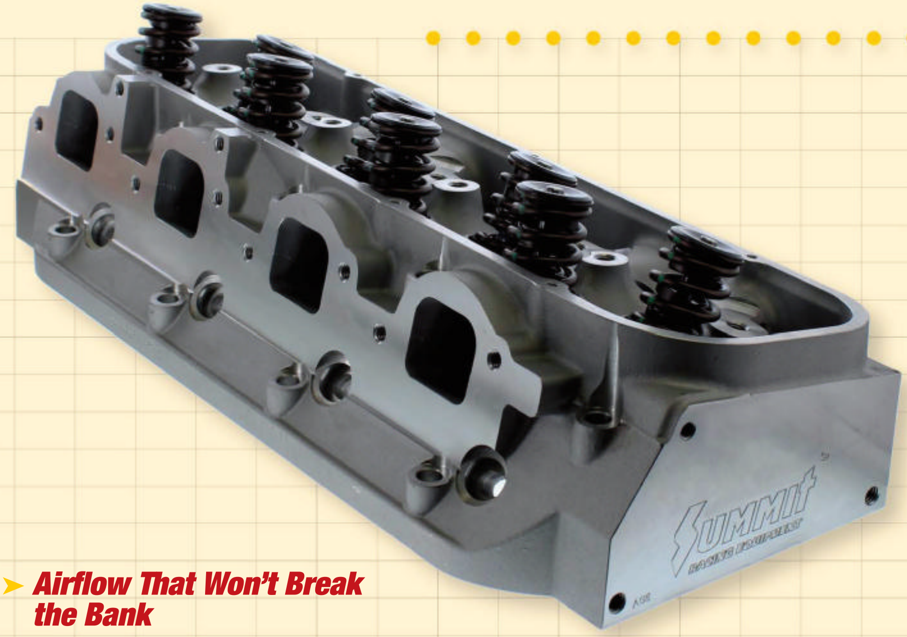

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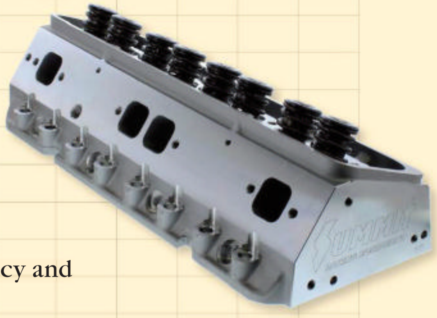

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- Competition-grade valve job
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Upcoming EVENTS

Attention:
This Upcoming Events is a free listing, if you have an event which is not listed, please let us know, or if the details of your listing have changed then email paul@nzhotrodmag.co.nz.

MAY

> 5-7 Rod Run hosted by Marineland in Napier. Come and join in for the weekend guaranteed to be full of good times and heaps of laughs. Entry forms - email the Secretary at marinelandstreetrods@outlook.co.nz

> 5-7 Americars 55th Anniversary Rod Run. Held at their clubrooms, Maronan Rd., Ashburton. This will also coincide with one of the South Island's largest swap meets held nearby by the Ashburton Vintage Car Club. Join us for a laid-back weekend. For full details or inquiries contact Rod Carson on 027 201 9222 or email americarsrcc@gmail.com

> 7 Rodders Breakfast Kustoms' Club Rooms McLean Island

> 7 Wellington Rodders Breakfast at The Larf'n Tiger Café at Hutt Indoor Sports, 93 Hutt Park Rd. Doors open at 8.30 and there is a Managers Choice Trophy and a breakfast voucher to be won!

> 7 Gas Guzzlers Breakfast at Caroline's Boatshed Bar & Eatery 181 Somme Parade, Aramoho, Wanganui from 9 am.

> 7 Motorhead Breakfast at the Maheno Tavern SH1 North Otago from 8.30-10.30 am. Open to all car enthusiasts and cooked or continental breakfast is $20/head.

> 13 Ernie Brown Memorial Run at the Carriers Arms Hotel in Riverton from 10.30.

> 14 Whangarei Rodders breakfast at Claphams clock, in the Town Basin.

> 14 Oogah Breakfast

> 14 Warkworth hot rod breakfast at The Sugar Loaf Bar and Café in Waiwera from 10am.

> 21 Mid West Breakfast at the Mitre 10 Mega Carpark at the Northwest Shopping complex from 8.30am - 10.30am. Good value breakfast is available at the Columbus Cafe on site.

> 27-28 Hot Rod & Custom Auto Expo in Sydney, Australia. Info at hotrodandcustom.com.au.

> 28 Caffeine & Gasoline at Hampton Downs. Open to all types of classic vehicles, hot rods, muscle cars and motorbikes.

> 28 Meguiar's presents Coffee & Cars at Mt Smart Stadium (Maurice Rd entrance), Auckland. From 9 'til 1. Open to all classics, hot rods, exotics and JDM vehicles.

JUNE

> 4 Rodders Breakfast Kustoms' Club Rooms McLean Island

> 4 Wellington Rodders Breakfast at The Larf'n Tiger Café at Hutt Indoor Sports, 93 Hutt Park Rd. Doors open at 8.30 and there is a Managers Choice Trophy and a breakfast voucher to be won!

> 4 Gas Guzzlers Breakfast at Caroline's Boatshed Bar & Eatery 181 Somme Parade, Aramoho, Wanganui from 9 am.

> 4 Motorhead Breakfast at the Maheno Tavern SH1 North Otago from 8.30-10.30 am. Open to all car enthusiasts and cooked or continental breakfast is $20/head.

> 11 Whangarei Rodders breakfast at Claphams clock, in the Town Basin.

> 11 Oogah Breakfast

> 11 Warkworth hot rod breakfast at The Sugar Loaf Bar and Café in Waiwera from 10am.

> 16-17 Los Angeles Roadsters Show & Swapmeet

> 18 Mid West Breakfast at the Mitre 10 Mega Carpark at the Northwest Shopping complex from 8.30am - 10.30am. Good value breakfast is available at the Columbus Cafe on site.

> 25 Caffeine & Gasoline at Hampton Downs. Open to all types of classic vehicles, hot rods, muscle cars and motorbikes.

> 25 Meguiar's presents Coffee & Cars at Mt Smart Stadium (Maurice Rd entrance), Auckland. From 9 'til 1. Open to all classics, hot rods, exotics and JDM vehicles.

JULY

> 2 Rodders Breakfast Kustoms' Club Rooms McLean Island

> 2 Wellington Rodders Breakfast at The Larf'n Tiger Café at Hutt Indoor Sports, 93 Hutt Park Rd. Doors open at 8.30 and there is a Managers Choice Trophy and a breakfast voucher to be won!

> 2 Gas Guzzlers Breakfast at Caroline's Boatshed Bar & Eatery 181 Somme Parade, Aramoho, Wanganui from 9 am.

> 2 Motorhead Breakfast at the Maheno Tavern SH1 North Otago from 8.30-10.30 am. Open to all car enthusiasts and cooked or continental breakfast is $20/head.

> 9 Whangarei Rodders breakfast at Claphams clock, in the Town Basin.

> 9 Oogah Breakfast

> 9 Warkworth hot rod breakfast at The Sugar Loaf Bar and Café in Waiwera from 10am.

> 23 Mid West Breakfast at the Mitre 10 Mega Carpark at the Northwest Shopping complex from 8.30am - 10.30am. Good value breakfast is available at the Columbus Cafe on site.

> 30 Caffeine & Gasoline at Hampton Downs. Open to all types of classic vehicles, hot rods, muscle cars and motorbikes.

> 30 Meguiar's presents Coffee & Cars at Mt Smart Stadium (Maurice Rd entrance), Auckland. From 9 'til 1. Open to all classics, hot rods, exotics and JDM vehicles.

AUGUST

> 6 Rodders Breakfast Kustoms' Club Rooms McLean Island

> 6 Wellington Rodders Breakfast at The Larf'n Tiger Café at Hutt Indoor Sports, 93 Hutt Park Rd. Doors open at 8.30 and there is a Managers Choice Trophy and a breakfast voucher to be won!

> 6 Gas Guzzlers Breakfast at Caroline's Boatshed Bar & Eatery 181 Somme Parade, Aramoho, Wanganui from 9 am.

> 6 Motorhead Breakfast at the Maheno Tavern SH1 North Otago from 8.30-10.30 am. Open to all car enthusiasts and cooked or continental breakfast is $20/head.

> 13 Whangarei Rodders breakfast at Claphams clock, in the Town Basin.

> 13 Oogah Breakfast

> 13 Warkworth hot rod breakfast at The Sugar Loaf Bar and Café in Waiwera from 10am.

> 20 Mid West Breakfast at the Mitre 10 Mega Carpark at the Northwest Shopping complex from 8.30am - 10.30am. Good value breakfast is available at the Columbus Cafe on site.

> 27 Caffeine & Gasoline at Hampton Downs. Open to all types of classic vehicles, hot rods, muscle cars and motorbikes.

> 27 Meguiar's presents Coffee & Cars at Mt Smart Stadium (Maurice Rd entrance), Auckland. From 9 'til 1. Open to all classics, hot rods, exotics and JDM vehicles.

September

> 3 Father's Day Drags hosted by the American Muscle Car Club at NAPA Autoparts Dragway, Meremere. Info at www.amcc.nz

> 3 Rodders Breakfast Kustoms' Club Rooms McLean Island

> 3 Wellington Rodders Breakfast at The Larf'n Tiger Café at Hutt Indoor Sports, 93 Hutt Park Rd. Doors open at 8.30 and there is a Managers Choice Trophy and a breakfast voucher to be won!

> 3 Rocknwheels Meet at the Amberley Domain. "If it's wheels and you love it," bring it along and join us in supporting our local community. Postponement date is 10th September. For more information, please message Rocknwheelsmeet@yahoo.com. They're looking forward to seeing you there.

> 6 Gas Guzzlers Breakfast at Caroline's Boatshed Bar & Eatery 181 Somme Parade, Aramoho, Wanganui from 9 am.

> 6 Motorhead Breakfast at the Maheno Tavern SH1 North Otago from 8.30-10.30 am. Open to all car enthusiasts and cooked or continental breakfast is $20/head.

> 10 Whangarei Rodders breakfast at Claphams clock, in the Town Basin.

> 10 Oogah Breakfast

> 10 Warkworth hot rod breakfast at The Sugar Loaf Bar and Café in Waiwera from 10am.

> 13-17 Kaikoura Hop

> 17 Mid West Breakfast at the Mitre 10 Mega Carpark at the Northwest Shopping complex from 8.30am - 10.30am. Good value breakfast is available at the Columbus Cafe on site.

> 24 Caffeine & Gasoline at Hampton Downs. Open to all types of classic vehicles, hot rods, muscle cars and motorbikes.

> 24 Meguiar's presents Coffee & Cars at Mt Smart Stadium (Maurice Rd entrance), Auckland. From 9 'til 1. Open to all classics, hot rods, exotics and JDM vehicles.

> 30-1 NZHRA National Show - hosted by Egmont R&CC at TSB Hub, Waihi Road, Hawera Contact Grant Stables ph 027 4972088

OCTOBER

> 1 National Show hosted by Egmont R&CC in Hawera.

> 1 Rodders Breakfast Kustoms' Club Rooms McLean Island

> 1 Wellington Rodders Breakfast at The Larf'n Tiger Café at Hutt Indoor Sports, 93 Hutt Park Rd. Doors open at 8.30 and there is a Managers Choice Trophy and a breakfast voucher to be won!

> 1 Gas Guzzlers Breakfast at Caroline's Boatshed Bar & Eatery 181 Somme Parade, Aramoho, Wanganui from 9 am.

> 1 Motorhead Breakfast at the Maheno Tavern SH1 North Otago from 8.30-10.30 am. Open to all car enthusiasts and cooked or continental breakfast is $20/head.

> 5-7 Nelson City Rodders 50th Anniversary. PLEASE NOTE CHANGE OF DATE: 5th, 6th, 7th October, 2023

> 6-8 Nelson City Rod Club's 50th Anniversary Rod Run from

State Highway 6 to Founders Park. For info contact Dave Verry ph 027 4471300

> **8 Whangarei Rodders breakfast** at Claphams clock, in the Town Basin.

> **8 Oogah Breakfast**

> **8 Warkworth hot rod breakfast** at The Sugar Loaf Bar and Café in Waiwera from 10am.

> **15 Mid West Breakfast** at the Mitre 10 Mega Carpark at the Northwest Shopping complex from 8.30am - 10.30am. Good value breakfast is available at the Columbus Cafe on site.

> **20 Con-Rodders 50th Anniversary.**

> **21-23 Wanganui Road Rodders 50th Anniversary**

> **29 Caffeine & Gasoline** at Hampton Downs. Open to all types of classic vehicles, hot rods, muscle cars and motorbikes.

> **29 Meguiar's presents Coffee & Cars** at Mt Smart Stadium (Maurice Rd entrance), Auckland. From 9 'til 1. Open to all classics, hot rods, exotics and JDM vehicles.

> **31-3 Nov SEMA Show** at the Las Vegas Convention Centre, Nevada, USA. www.semashow.com/

NOVEMBER

>**1-3 SEMA Show** at the Las Vegas Convention Centre, Nevada, USA. www.semashow.com

> **4 Eastside Rodders 40th Anniversary Run,** Hastings

> **5 Rodders Breakfast** Kustoms' Club Rooms McLean Island

> **5 Wellington Rodders Breakfast** at The Larf'n Tiger Café at Hutt Indoor Sports, 93 Hutt Park Rd. Doors open at 8.30 and there is a Managers Choice Trophy and a breakfast voucher to be won!

> **5 Gas Guzzlers Breakfast** at Caroline's Boatshed Bar & Eatery 181 Somme Parade, Aramoho, Wanganui from 9 am.

> **5 Motorhead Breakfast** at the Maheno Tavern SH1 North Otago from 8.30-10.30 am. Open to all car enthusiasts and cooked or continental breakfast is $20/head.

> **10-12 Autorama 2023** presented by SIVANZ at Mystery Creek, Hamilton. NZ's Five billion dollar industry is on display. See hot rods, muscle cars, street machines, classics, imports and competition cars. Rick Love from Vintage Air, USA will be the keynote speaker at the VIP event (exhibitors and car entrants only). Trade exhibitors will be showcasing specialty equipment, parts and accessories, plus much more. Download the Exhibitor and Sponsor Information Pack and Show Entry Registration details from www.autoramacarshow.co.nz or contact info@sivents.co.nz for more information.

> **12 Whangarei Rodders breakfast** at Claphams clock, in the Town Basin.

> **12 Oogah Breakfast**

> **12 Warkworth hot rod breakfast** at The Sugar Loaf Bar and Café in Waiwera from 10am.

> **17-19 Southern Street Rodders 50th Anniversary** in Christchurch.

> **19 Mid West Breakfast** at the Mitre 10 Mega Carpark at the Northwest Shopping complex from 8.30am - 10.30am. Good value breakfast is available at the Columbus Cafe on site.

> **24 -26 Cambridge Charity Car Show** hosted by the Stragglers at Lake Karapiro. Three day event. Friday - park up in town square with music and food vendors. Saturday - Mystery cruise followed by dinner and show (music). Sunday - Karapiro Charity Car Show

> **26 Caffeine & Gasoline** at Hampton Downs. Open to all types of classic vehicles, hot rods, muscle cars and motorbikes.

> **26 Meguiar's presents Coffee & Cars** at Mt Smart Stadium (Maurice Rd entrance), Auckland. From 9 'til 1. Open to all classics, hot rods, exotics and JDM vehicles.

DECEMBER

> **3 Rodders Breakfast** Kustoms' Club Rooms McLean Island

> **3 Wellington Rodders Breakfast** at The Larf'n Tiger Café at Hutt Indoor Sports, 93 Hutt Park Rd. Doors open at 8.30 and there is a Managers Choice Trophy and a breakfast voucher to be won!

> **3 Gas Guzzlers Breakfast** at Caroline's Boatshed Bar & Eatery 181 Somme Parade, Aramoho, Wanganui from 9 am.

> **3 Motorhead Breakfast** at the Maheno Tavern SH1 North Otago from 8.30-10.30 am. Open to all car enthusiasts and cooked or continental breakfast is $20/head.

> **4 Toy Run** hosted by Nth Shore R&CC

> **10 Whangarei Rodders breakfast** at Claphams clock, in the Town Basin.

> **10 Oogah Breakfast**

> **10 Warkworth hot rod breakfast** at The Sugar Loaf Bar and Café in Waiwera from 10am.

> **17 Mid West Breakfast** at the Mitre 10 Mega Carpark at the Northwest Shopping complex from 8.30am - 10.30am. Good value breakfast is available at the Columbus Cafe on site.

> **29 Caffeine & Gasoline** at Hampton Downs. Open to all types of classic vehicles, hot rods, muscle cars and motorbikes.

> **29 Meguiar's presents Coffee & Cars** at Mt Smart Stadium (Maurice Rd entrance), Auckland. From 9 'til 1. Open to all classics, hot rods, exotics and JDM vehicles.

2024

March

> **8-10 Model 40 National Convention** celebrating 90 years of 1933/34 Fords at Solway Park Masterton. Limited to 100 entries. Registrations open next month. Enquiries and expressions of interest to lloyd@magoos.co.nz 021-436-432

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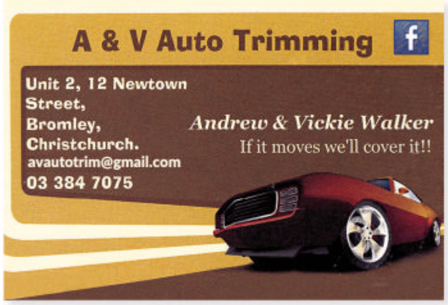
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Better Late Than Never

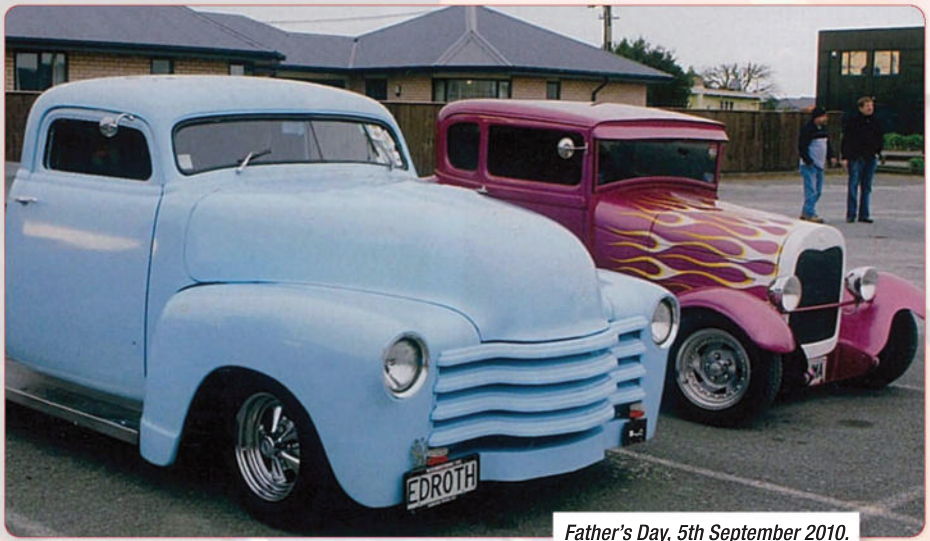
By John Eva

AROUND the turn of the century, New Brighton Rod & Custom Club was founded, and over the next ten years, hosted the Father's Day Zilch Run, usually attracting 30-to-40 cars. Similar to a Poker Run, which uses playing cards, Zilch uses six dice, with various stops during a car trial to toss them. Scoring dice are ones worth 100 points, fives worth 50 points, and/or three of a kind. The game of Zilch was introduced to us by Todd Foley of Kustom Car Club. The Father's Day Zilch Run wasn't a money-maker, yet it had some great sponsored and donated prizes and always had cool trophies for the winners.

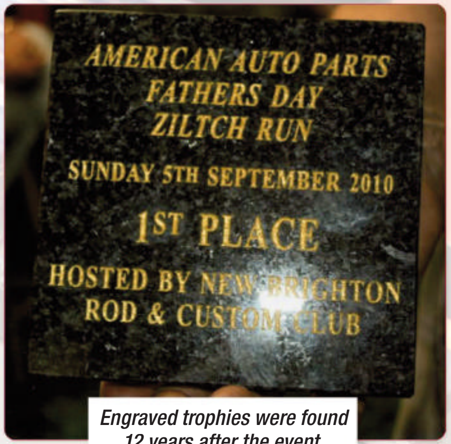
Sunday, 5th September 2010, was earmarked on the coming events list for New Brighton Club's Zilch Run. But, unfortunately, the day before, Saturday the 4th, was the day of the first big earthquake in the region, magnitude 7.1, which had a kick like a wounded goalkeeper, and frankly, attending a car club event was probably the last thing on anyone's mind. Well, you'd think so.

But the following morning, the roads were torn up, plus potholes and sinkholes you could park in and murky pools of liquefaction, which had developed a skin like the bed of a trampoline. So new Brighton Rod Club's Grazee Collins (also the host of The Garage) decided to go to the meeting point of the Zilch run to inform any keen starters that the event was cancelled. And wouldn't you know it, two local rodders, Graeme Percasky in his chopped '48 Chevy pickup and Dave Stephens in his chopped '29 Model A Coupe were eager to start, even with aftershocks repeating like a rumbling stomach.

This event invariably covered the New Brighton vicinity, which didn't fare too well in the 'quakes, and the uneven roads exist to this day. That is the main reason the Zilch runs haven't happened since then, and combined with the over-population of road cones, our exuberance became misplaced.



Father's Day, 5th September 2010.


AMERICAN AUTO PARTS
FATHERS DAY
ZILTCH RUN
SUNDAY 5TH SEPTEMBER 2010
1ST PLACE
HOSTED BY NEW BRIGHTON
ROD & CUSTOM CLUB

Engraved trophies were found 12 years after the event.

New Brighton Rod & Custom Club was never officially wound up, and their T-shirts and window decals, both featuring Darryl McKenzie artwork, are still spotted occasionally. Most of the original members gather at The Garage on a Thursday night, much more convivial than a formal meeting.

A few months back, there was a working bee at The Garage, which included going through boxes of stuff that had been forgotten. Grazee found the trophies, which had not been awarded, for the 2010 Father's Day Zilch Run. It was decided to give them to the two hardy souls who showed up on that fateful day, even though not a single dice had been tossed.

Hence the accompanying photo of Dave Stephens and Graeme Percasky.

Better late than never.

Dave Stephens and Graeme Percasky, November '22.

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